City of Red Bluff

1992 Land Use Element

RESOLUTION NO. 38-1993 (GPA-21)

GENERAL PLAN AMENDMENT NO. 21
ADOPT 1993 LAND USE AND NATURAL ENVIRONMENT ELEMENTS.

WHEREAS, Government Code beginning with Section 65300, specifies that Cities shall adopt and periodically update their General Plans; and

WHEREAS, the City of Red Bluff Planning Commission has conducted surveys and studies in connection with the updated Land Use and Natural Environment Elements of the General Plan of the City; and

WHEREAS, the Planning Commission did, after conducting public meetings and public hearings, recommend to the City Council the adoption of the updated Land Use and Natural Environment Elements, and approval of the related Mitigated Negative Declaration; and

WHEREAS, the City Council did hold public hearing on the updated General Plan Elements and the related Negative Declaration;

WHEREAS, the City Council did approve the related Negative Declaration on August 17, 1993 with the adoption of Resolution 25-1993;

NOW, THEREFORE BE IT RESOLVED that the City Council does hereby find that the updated General Plan Elements do conform to the provision of the Planning, Zoning and Development Law in the California Government Code Title 7 Division 1 beginning with Section 65000;

BE IT FURTHER RESOLVED that the City Council does hereby adopt the 1993 Land Use and Natural Environment Elements of the General Plan.

PASSED, APPROVED AND ADOPTED at a regular adjourned meeting of the City Council of the City of Red Bluff on November 16, 1993, by the following vote:

AYES: Councilmembers: Penne, Schoelen, Sale, Trujillo and Wintle.

NOES: None.

ABSENT OR NOT VOTING: None.

MAYOR

ATTEST:

CITY CLERK

This is to certify that the annexed document is a true and correct copy of the original on file in my office.

Attest: NOV 19 1993

SUSAN M. ELSTON, City Clerk
City of Red Bluff
County of Tehama, State of California

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LAND USE ELEMENT

CITY OF RED BLUFF GENERAL PLAN

I. INTRODUCTION

A. Purpose of the Land Use Element

The Land Use element of a general plan is intended as the principal guideline for decisions about community growth. It is central to the plan and requires the greatest degree of relationship with the other six required elements. As succeeding elements of the plan are adopted or amended their relationship to the Land Use element must be assured through consistent policies, standards and locational parameters.

The Land Use element identifies the spatial arrangement of existing and proposed uses of the land including public lands and facilities. It lays out the distribution of classes of land use, the intensity of those uses and proposes a strategy of goals, objectives, policies and implementation measures to promote a wise use of land to promote the welfare of the community.

1. State Requirements

The authority for the Land Use element is found in California Government Code. Section 65300 requires every city and county to draw up and adopt "a comprehensive, long-term general plan for the physical development" of the community. The Land Use element is specifically defined by Government Code section 65302(a). The plan must include:

> "...a land use element which designates the proposed general distribution and general location and extent of the uses of the land for housing, business, industry, open space, including agriculture, natural resources, recreation, and enjoyment of scenic beauty, education, public buildings and grounds, solid and liquid waste disposal facilities, and other categories of public and private uses of land. The land use element shall include a statement of the standards of population density and building intensity recommended for the various districts and other territory covered by the plan. The land use element shall identify areas covered by the plan which are subject to flooding and shall be reviewed annually with respect to those areas."

2. The General Plan Process

The process of preparing, amending or updating a general plan includes a number of steps which insure an adequate and effective set of policies and standards to be applied in the land use decision making process. The steps given below should be applied to any review or modification of the general plan. This will serve to keep the plan current and active to coordinate the review of development proposals, public land or facility improvements and to facilitate the management of community resources and quality of life.

An eight step process recommended by the State of California, General Plan Guidelines includes the following steps: (See Planning Process Diagram in Appendix)

Step 1	Identify Issues, Opportunities and Assumptions
Step 2	Formulate Goals, Objectives
Step 3	Collect and Analyse Data
Step 4	Revise Goals and Objectives
Step 5	Develop and Evaluate Alternative Plans
Step 6	Select and Adopt the Preferred Plan
Step 7	Implement the General Plan
Step 8	Monitor and Amend the Plan
Steps 1-8	Include Public Participation and Insure Government Coordination
Steps 3-8	Coordinate with the Environmental Review Process

3. Consistency With Other Elements and Plans

Planning Law in California, embodied within Government Code Section 65000 et.seq., requires that general plans be internally consistent. No conflict should exist between the policies, textual or diagrammatic, within or between elements of the general plan. This requirement is specified in Government Code Section 65300.5.

Within element, or internal, consistency requires that data, analyses, goals, objectives, policies and implementation measures within the element must complement one another. Conflicts that arise between statements, data or diagrams must be resolved during and process of plan amendment or adoption.

Between elements there must be consistency in assumptions, proposals, goals, objectives, policies and data bases. Amendments of any one element must necessarily require appropriate revisions to portions of other elements which are affected.

Though not required specifically by Government Code it is highly recommended that goals, objectives, policies, data base and assumptions regarding growth be coordinated with the general plan of Tehama County. Land areas within the City Sphere-of-Influence and Planning Area are regulated by County planning regulations and policies. These may well be inconsistent with those of the City. An active effort should be made to insure consistency in policy regarding growth in these areas.

4. Goals, Objectives, Policies and Implementation Measures

Guidelines for community decision making for land use are embodied within the structure of adopted goals, objectives, policies and implementation measures. Each is a statement of a desirable community condition or approach to achieving that condition. Each should be used as a guideline for making decisions regarding land use questions.

A goal is an unquantified ideal future condition toward which the community works. It is an end which can probably not be achieved but which nevertheless is the ideal. An example might be; To Provide a Crime Free Community.

Objectives are measurable and expected outcomes. As these are achieved through time the community draws closer to its goals. *Objectives* are stated outcomes which may be achieved through expenditure of time, energy, resources or completion of programs, activities or governmental actions. An *objective* may be; Establish an Alternative, Safe Roadway Access from the Freeway to the Municipal Airport, or; Construct Noise Attenuation Devices along Residential Frontages with the SPRR, Freeway and State Highways.

Policies are statements which are used to guide decisions. They are to be considered wherever appropriate before making a recommendation, administrative or legislative decision regarding land use. These statements are stated in active speech to give wise counsel and continuity to decisions. They are adopted as the body of the general plan and its elements and represent the community consensus for the direction the community should follow. Should that course change, then policies within the plan should be changed to reflect new thinking. Otherwise, the plan may become inadequate, inconsistent and out of date and will not meet the requirements of State Planning, Zoning and Development Laws.

Implementation Measures are specific actions, programs, techniques or legislative initiatives (e.g. ordinances, plan adoption, etc.) which are meant to bring about change or a desired result. The measures are intended to carry out the plan, through the appropriate policy directions, and to achieve objectives set out by the community.

B. The Planning Area

The general plan of a community must consider all the land and facilities within its corporate boundaries as well as "any land outside its boundaries which in the planning agency's judgement bears any relation to its planning". (Government Code Section 65300) This area is one with which the City probably has strong economic and social interaction and which is probably reasonably contiguously developed though generally not provided with City services.

The planning area is extremely important to consider when making projections for urban service capacities, infrastructure improvements and local City accommodation for increased demands on central city roadways and other land and programs. The planning area is that extra-governmental territory within which the City should coordinate planning decisions with County administrators. This will improve the continuity of character of peripheral urban development and insure consistency of urban development standards for areas which may eventually become incorporated. Specific boundaries of the City of Red Bluff planning area are given on the Planning Area and City Sphere map. Generally, the boundaries of the planning area are as follows:

North: The north edge of the 100 year floodplain of Blue Tent Creek from the Wilcox Road intersection southeast along the floodplain to a point 1/4 mile south of the Jelly's Ferry I-5 interchange, then southeast along the eastern side of the freeway and then east of the northeast 100 floodplain of Dibble Creek to the Sacramento River, across the Sacramento River where Adobe Road meets its 100 year floodplain, northeast to Fisher Road, east to Paynes Creek Road, south to St. Mary's Avenue, south to Stice Road and east to State Highway 36.

East: The east edge of State Highway 36 from Stice Road to Tuscan Ave., then east to Salt Creek, south across Highway 99 along Salt Creek and thence to the grant line to a point 4000 feet south of Antelope Boulevard, west to Hoy Road, south to Gilmore Ranch Road, west to the northern extension of Olive and south to the east side of the Red Bluff Diversion Dam.

South: The south edge of the 100 year floodplain of Red Bank Creek from the Red Bluff Diversion Dam to a point 1200 feet west of a southerly extension of Paskenta Road.

West: A line running parallel and 1200 feet west of Paskenta Road from Red Bank Creek to the south 100 year floodplain of Reeds Creek,west to a point 800 ft. west of Wilder Road Road, north to the channel of Brickyard Creek, east to a line running parallel and 1200 feet west of Baker Road, north along that line to a point 800 feet north of the Baker Road/Highway 36 intersection, northeast to the Southern Pacific Railroad right-of-way, north to the south edge of the Blue Tent Creek 100 year floodplain and across the floodplain to the point of origin.

C. The City Sphere-of-Influence

The City of Red Bluff sphere-of-influence represents "the probable ultimate physical boundaries and service area" of a jurisdiction. (California Government Code Section 56076) The sphere-of-influence extends beyond City jurisdiction along lines of transport and into areas most likely to be annexed and easily served by City services. The purpose of the sphere boundaries is to communicate to other jurisdictions and agencies that area within which the City has a long term interest in the nature of land use decisions and development standards with which it must eventually administer consistent with City policies and standards. In these areas the City may make proposals to County government for land use policy and zoning (pre-zoning).

The previous sphere-of-influence boundaries were aligned closely with the City limits. They were very conservative in foreseeing "ultimate physical boundaries and service area". The proposed sphere boundaries are more consistent with population growth projections, likely growth areas and expected extensions of city sewer and water services.(See Land Use Map, page 6) Generally, the boundaries are as follows:

North: The north edge of the 100 year floodplain of Blue Tent Creek to the east right-of-way of the Interstate 5 freeway, then south to the northeast edge of the 100 year floodplain of Dibble Creek,southeast and across the Sacramento River and then to the existing Sphere boundary north of Antelope Boulevard. There minor expansions of the Sphere boundary along the north and south margins of Antelope Boulevard.

East: Extend the Sphere boundary from previous terminus north and south of Antelope Boulevard to the east margin of the 100 year floodplain of the Salt Creek overflow (west branch), from the previous Sphere boundary at Wiltsey Rd. south along Philbrook Ave. to Sykes Ave, then west to Paynes Creek Slough, diagonally southwest to Williams Ave. and along the previous Sphere boundary following Williams Avenue, the City limitsboundary to Sale Lane and south to Gilmore Ranch Road, then west to the edgeof the Freeway, south to the west bank of the Sacramento River and southeast to the southeast edge of the 100 year floodplain of Red Bank Creek.

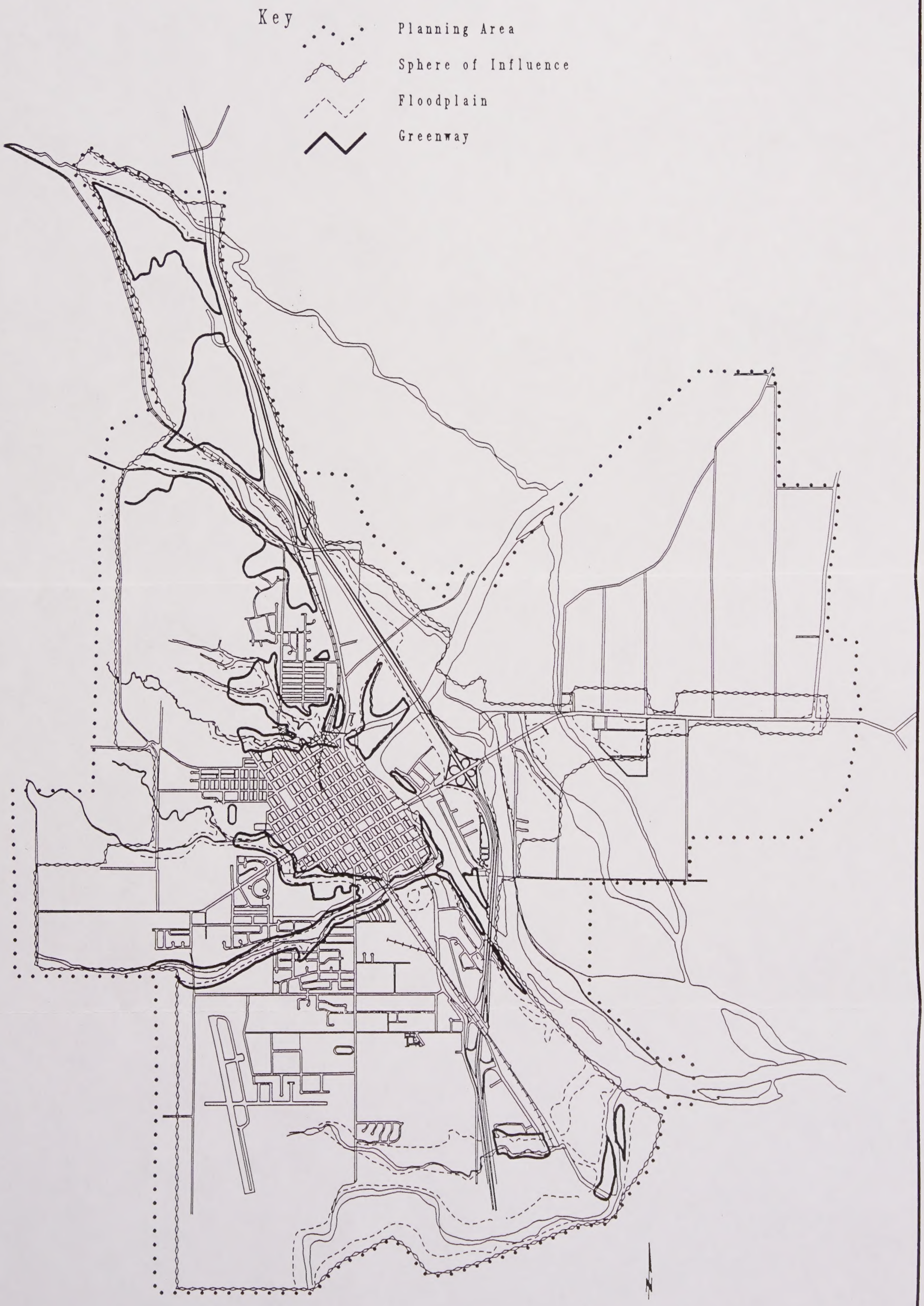
South: The south edge of the 100 year floodplain of Red Bank Creek from the Sacramento River to a point west of the junction of Rawson and Pimentel Roads then west to a point 500 feet west of the southerly extension of Paskenta Road.

West: North along a line 500 feet west of Paskenta Road to the south edge of the 100 year floodplain of Reeds Creek, then west to Wilder Road, north to Minch Road, east to the City limit boundary, then north and east along that boundary to Baker Road, then north, west and north along the City Limit continuing north along the west edge of Baker Road to Beegum Road (Highway 36) then northeast to the west margin of the Southern Pacific Railroad right-of-way and north to a point where the south margin of the 100 year floodplain of Blue Tent Creek meets the SPRR right-of-way,

northeast across the floodplain to its northeast edge to complete the Sphere boundary.

City of Red Bluff

Land Use



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D. Goals, Objectives and Policies for Land Use and Growth

GOALS, OBJECTIVES, AND POLICIES

I GOAL: COMMUNITY ENVIRONMENT

Conserve and improve groundwater, natural habitat, mineral, aesthetic, soil and air resources in the Red Bluff planning area.

Objectives:

A. Discourage further development on prime agricultural soils, and within riparian habitat and wetlands.
B. Encourage urban creek restoration
C. Discourage development that does not incorporate physical land features into the project design.
D. Encourage planting, preservation and replacement of native trees.

II GOAL: COMMUNITY CHARTER AND AESTHETICS

Conserve and improve community historic, residential neighborhood, public commons and traditional business sites and environments.

Objectives:

A. Promote and maintain pleasing and positive physical appearance for the community.
B. Adopt and enforce architectural review guidelines and sign aesthetics standards.
C. Abate deteriorated buildings.
D. Encourage maintenance of vacant buildings and landscape vegetation on developed sites.
E. Discourage long term outside storage of debris and waste, and material and products not on display for sale.

IMPLEMENTATION MEASURES

A. Adopt and Enforce Architectural Review Guidelines.
B. Adopt and Enforce a Sign Ordinance.
C. Adopt and Enforce an Aesthetics Ordinance and Guidelines.

III GOAL: COMMUNITY GROWTH AND ANNEXATION

New Growth and development within the community planning area should be consistent with community service capacity, environmental resource constraints, general plan designations, adopted City regulations and standards, a negotiated City/County land use strategy and City annexation plans.

(revised 11-16-93)

Objectives

A. Provide and maintain rural and urban services and facilities of high quality for adequate health, safety and comfort; and educational, cultural and recreational facilities for public benefits and enjoyment.
B. Expand the Sphere of Influence where appropriate to reflect realistic growth frontiers.
C. Engage in Pro-Active City/County Land Use Planning and joint policy formulation for areas where plan conflicts exist.
D. Promote infill development through incentives to manage community land use balance and increase efficiency of service delivery.
E. Adopt policies, programs and fees that will assure City approval of projects includes conditions that mitigate impacts attributable to that project.
F. All new residential subdivisions, commercial or industrial land development within the City plan area shall be contingent upon City services including sewer, water and emergency vehicle access.
G. Discourage minimum lot size (1990 Standards) development in woodland foothills north of Dibble Creek unless clustering is incorporated into the project design and construction.
H. Direct residential development, under careful site and project design to areas south of Kimball Road, west outside creek floodways and riparian habitat; and to the north, west of the freeway.
I. Discourage residential development adjacent to the freeways, railroads, arterial streets and the airport.
J. Tie capital investment in City services to growth and annexation objectives.
K. Discourage planning, zoning, or development proposals which result in adjacent conflicting land uses.
L. Adopt and promote development standards and policies that will mitigate negative impacts resulting from development near Land Use Classification boundaries.
M. Discourage further development on prime agricultural soils and in areas no served by sanitary sewers.

IV GOAL: INDUSTRIAL DEVELOPMENT

Promote industrial expansion within and adjacent to existing industrial parks and zones where infrastructure is presently available and access where minimum community disruption can be assured.

Objectives

A. Phase appropriate future industrial development to the area south of the municipal airport.
B. Direct heavy truck and rail oriented industrial development to the freeway/Montgomery Road interchange area.
C. Limit the negative effects of rail traffic through the community.
D. Discourage residential or other noise sensitive development on land subject to excessive noise resulting from airport, railroad, or industrial related activities.

(revised 11-16-93)

V GOAL: CENTRAL BUSINESS DEVELOPMENT

Reinforce central business locational advantages and promote the central City as the community business focus.

Objectives:

A. Promote lot assembly and marketing.
B. Require design review of construction and rehabilitated buildings.
C. Undertake "Main Street" development programs.
D. Investigate the scope of Central Business District parking problems and potential solutions.

VI GOAL: SOLID WASTE MANAGEMENT

Manage the treatment, reuse, removal and disposal of all solid waste generated within the City of Red Bluff.

Objectives:

A. Establish domestic waste recycling programs.
B. Require industry participation in waste treatment and recycling efforts.
C. Develop a strategy to plan for long term land disposal of solid and hazardous waste.

V. See also the Policies Appendix beginning on page 55.

II. LAND USE CLASSIFICATION AND EXISTING LAND USE DISTRIBUTION

A. Land Use Classifications

All land uses within the City are classified by type and are defined by intensity and density standards. The land use classifications, or designations, must be consistent with zoning district classifications and hopefully consistent with actual existing land uses. Land use classifications in Red Bluff are given below. Each classification may include several intensities (different levels of concentration or intensity of use) and densities, or numbers of units or equivalent persons per acre. The location of land use designations are given on the Land Use map.

R-L **Residential - Low Density**
Residential - Low Density is a classification intended for the lowest density residential areas of the City which are served by water, sewer and other services. They are a contiguous part of the built-up area and include such allowable uses as one and two family buildings, agriculture, care homes, home occupations, non-profit organizations and flea market activities.Allowable unit densities are no more than 10 dwelling units per gross buildable acre.
Consistent zoning includes R-1 and R-2 zoning districts. (See page 14)

R-M **Residential - Medium Density**
The medium density residential classification is intended to designate ares of the City in which multiple family housing will be permitted by right. These areas are more efficiently served by City services. Allowable unit densities may not exceed 20 dwellings per gross acre.
Consistent zoning includes R-3 and R-4 districts. (See page 14)

2. Commercial

C **Commercial**
The commercial land use classification applies to all areas in the City in which commercial establishments are permitted as a right. They are located in neighborhoods at a smaller scale and with limited ranges of goods and services, in the central business district with a wider range of specialized functions and are located at principal transport access points or satellite business concentrations where volume and sale of special purpose goods and services are offered.
Consistent zoning districts include C-1 (Neighborhood), C-2 (Central) and C-3 (General) regulations. (See also page 15)

3. Industrial

I **Industrial**
Land uses which include product fabrication, processing or the sale or storage of bulk, hazardous or unfinished materials or industrial equipment are classified as industrial. These uses have the potential to generate nuisance and should be separated from residential classed areas by commercial or open space buffers or appropriate barriers or screening. The uses are generally located along principal transport corridors, airport locations or in isolated rural locations.
Consistent zoning districts include M-1 (Light), M-2 (General) and M-L (Limited) regulations. (See also page 16)

4. Public

PS **Public Service**
The public service classification is reserved for publicly owned lands which provide utility, safety, government, business or educational services, open space, recreation, or protection of community resources. These are located near important service points or with appropriate access to public need.
Consistent zoning includes the P-A and A V districts.

5. Overlay Land Use Districts

G. Greenway

The Greenway overlay district is intended to apply standards for river and flood corridor conservation throughout the City. Standards for land cover, drainage and grading are imposed to protect the native riparian corridors that course through the planning area namely, the Sacramento River and Red Bank, Grasshopper, Reed's, Brickyard, Brewery, Dibble and Blue Tent Creeks and their wooded tributaries. Along these corridors a continuous strip of native oak woodland remains. whatever zoning district has been historically imposed the effect of the overlay district will be to protect wildlife habitat, tree cover, minimize erosion, and limit the effects of flood and fire hazard. It will also insure the maintenance of scenic corridors and potential community recreation resources.

The provisions of the Greenway overlay district shall supplement and/or supersede those of any zoning district over which it is superimposed. (See Greenway overlay to Land Use Map, page 13, and Land Development Guidelines in Policies Appendix)

F. Floodplain

The floodplain overlay district is the mapped boundaries of the 100 year floodplain as defined by the National Flood Insurance Program of the Federal Emergency Management Agency (FEMA) or consultant designation on the land use map. All areas mapped within Zone A on FEMA flood hazard boundary maps should experience flooding at least once within a one hundred year period, averaged over the long-term. (See 100 year floodplain map on page 13)

Flood hazard areas are most prevalent within the Sacramento River floodplain along a corridor 1-2 miles wide to the east of downtown Red Bluff and to the south and north of the City, east of the I-5 freeway. The 100 year floodplain is approximately 2000 feet wide along Red Bank Creek, 1000 feet wide along Grasshopper, Dibble and Blue Tent Creeks and 100 to 500 feet wide along Reed's, Brickyard and Brewery Creeks. The effect of the Floodway overlay designation will be to limit or condition any use of land within the zones. For purposes of maintaining public safety the interim City Land Development Policies and City Grading, Drainage and Ground Cover Policies will be implemented within these zones.

The provisions of the Floodplain overlay district in the Land Development Guidelines will supplement and/or supersede those of any zoning district over which it is superimposed.

NOTE: A FW (Floodway) overlay is established in the 1993 Safety Element. Due to the flood hazards that exist in those areas use, development and alterations within floodways is severely restricted.

H. Hillslope

On hillsides exceeding 20 (see also page 57) percent slope no grading or land development improvements will be permitted except by special use permit.

6. Planned Development Standards and Other Overlay Zoning Districts

PD **Planned Development** (Planned Development Use Permit)
Planned Development Districts are conditions or regulations rather than district boundaries on a Zoning Map with accompanying Zoning Standards Planned Development may be applied to residential, commercial or industrial zones to supplement applicable zoning district requirements. They are intended to introduce flexibility and creative design within proposed projects. These planned developments, involving the careful application of design, are encouraged to achieve a more functional, aesthetically pleasing and harmonious living environment within the City. (Chapter 25, City Code)
The PD use permit regulations are a type of "floating" district, the conditions of which may be superimposed on most zoning districts.

AZ **Approach Zone**
Densities for residential land within the Red Bluff Municipal Airport Approach Zones will be limited to 3.5 units per acre.
Further restrictions are included in the Comprehensive Airport Land Use Plan adopted by the Tehama County Airport Land Use Commission.

CZ **Clear Zone**
The Clear Zone overlay extends 1300 feet in a widening segment from the ends of the principal runway of the municipal airport. As discussed in the Comprehensive Airport Land Use Plan, all development within the Clear Zone is strictly limited. The overlay supersedes all underlying zoning districts.

N **Noise**
Standards for development in areas of excessive noise propagation may be found in the Land Development Guidelines, the Comprehensive Airport Master Plan and in the Noise element of the Red Bluff General Plan.

A **Agricultural Overlay Zone**

F **Highway Overlay Zone Frontage**

MHCA **Mobile Home Common Area**

The regulations of the combining districts above are additive to any district with which they are combined. They increase the requirements for a particular zone where local conditions require special concern in the public interest.

FLOODPLAIN AND GREENWAY
OVERLAY MAP

SEE PAGE 6

B. Land Use Distribution and Density

The distribution of existing residential densities follows closely the pattern of land use designations on the plan diagram, the City zoning map and on the map of existing land uses. The location and densities of residential land is as follows:

1. Low Density Residential Land

a. DENSITIES:

Low Density Residential (1-10 units per acre or 2.47-24.7 persons per gross buildable acre @ 2.47 persons per household unit)

Low density land uses include single family and duplex residential districts. Allowable densities are 10 units per gross acre or less. Ten families per acre equals about 24.7 persons per acre at 1990 census average household size. This land use class will generate 100 vehicle trips per day per gross acre of land.

Densities of 10 units per acre are comprised almost completely of single family housing. Duplex lots make up about 3 percent of the lots in this class or just over 100 units. (See Appendix Figure 2)

Single family, single lot residential development accounts for 3175 units in the City. (U.S. Census, 1990) Theses units make up 63% of the 5062 housing units within the City (1990 Census). The 2245 acres of single family and duplex lots are 80% of all residential acreage (Table 1-B, page 18).

b. DISTRIBUTION:

Low density residential land is distributed uniformly north, west and south of the central City. Very few scattered low density settlements are found within the City east of the Sacramento River.

Low density residential uses were built at the center of town during Red Bluff's early history and always at the edge of town progressively farther from the center as the city grew. Competing commercial, industrial and other land activities appeared within the residential areas at economic and accessible locations and very often replaced the older single family residences. The resulting low density residential land distribution is widespread. More uniform, expansive tracts appear all around the periphery at the least accessible locations and at the greatest travel distances from principal destinations. Mixed low density residential and other uses are found in older developed areas of the town. It is in these more central areas that most conflicts are created between once quiet neighborhoods and the increasing nuisances and hazards of more intensive land uses. Policies are included in the plan to minimize the conflicts that may be created by land use changes in more central city locations.

2. Medium Density Residential Land

a. DENSITIES:

Medium Density Residential (10.1-20 units per acre or 25-49 persons per acre @ 2.47 persons per occupied household unit)

Densities over 10 units per acre are comprised of apartment or condominium developments on relatively large parcels. However, many single lot complexes occur. Developments with 4 or more units per lot make up virtually all medium density residential areas. In 1990 there were over 233 such lot locations in the city. (Appendix, Figure 2) These lots make up about 20% of all residential acreage (Table 1-B, page 18)

b. DISTRIBUTION:

Medium density housing is distributed with little pattern across the City. The Existing Land Use Map indicates the largest of these complexes to be along south Sale Lane, east of the Sacramento River along Lakeside Drive and Gilmore Road, along the south bank of Reeds Creek near the Sacramento River (manufactured homes), and at many scattered locations along Walnut Street, South Jackson St., along Luther and Kimball Roads, Dephinium Court, David Avenue and in the Franzel Road and Deborah Drive areas.

Small lot medium density development, with few units in each, are found scattered predominantly in the central city and immediately north and west of it in what are the older residential areas of the town.

Land which is designated and zoned medium density residential is located in generally central locations of the City. Medium density residence permits up to twenty units per acre, equalling up to 20 families, or 49.4 persons per acre (@ 2.47 persons per family. (Source: 1990 U.S. Census) Vehicle trip generation is up to 10 trips per household per day or 200 trips per day per acre in this land use class. (See trip generation estimates in the Circulation Element.)

Central or high access locations are best for medium density housing. Also, higher density uses are also favored next to public grounds to provide maximum public access to recreation and open space. All these locations minimize vehicle trips, travel time, roadway congestion and vehicular emissions.

In Red Bluff medium density zoning districts are presently located to the west of the downtown and east of the public High School and north of Oak Hill cemetery. They are also found along and on both sides of the Sacramento River. Medium density districts in outlying areas are located near principal arterials, schools and shopping districts. They are found south of downtown, east of the airport and South Jackson Street, near the new Red Bluff shopping Plaza, east of town in the Antelope corridor, west of town, along Walnut Street and north of town between the Wilcox Oaks golf club and commercial districts.

3. Commercial Land

Commercial land varies in form, function, location and intensity with its period of development, its accessibility to a particular consumer market and with its peculiar locational economics. In Red Bluff this land, approximately 16% of the city (Table 1-B, page 18), is located in these definable situations. The largest and most diverse concentration of commercial land is located in the central city. The forces of an historically compact city made central location very desirable. As the city grew, the attraction of lower priced highway frontage and vacant land in the town's periphery allowed the spread of this activity.

Roadway corridors and their high accessibility/visibility encouraged the first spreading along Antelope Boulevard to the east, Walnut to the west and Main St. to the north. Alignment of the Interstate 5 freeway enhanced the locational advantages of the Antelope Blvd., South Main St. and Highway 36 interchanges and stimulated commercial development at the first two of these. Large scale development to the south of the city center has encouraged siting of commercial activities along South Main Street

(due in part to large tract availability and lower site costs not available in the City center). Also, proposed commercial development will serve more remote suburban development along South Jackson and north on Wilcox Rd.

Commercial land use designations and zoning reflect the real need for commercial development in response to the above economic principles. Commercial policies in the plan promote the anticipation of future commercial land use needs, promote the concentration of such land uses in appropriate locations, discourage unnecessary proliferation of those uses into low density residential areas and promote redevelopment of commercial activity in the central city.

4. Industrial Land

The historical location of industrial activities in Red Bluff were closely associated with the location of the Southern Pacific railroad alignment and old highway 99 West. This is particularly true of the forestry products industries on the south side of the city and small scale manufacturing and warehousing along the railroad and Monroe Street along and just west of the central city corridor. Mixed industrial uses later located along the north alignment of the railroad, at the west edge of the city northwest of the Walnut St. and Baker Rd. intersection and most recently with the designation of an industrial park adjacent to the municipal airport.

The general plan affirms the need for industrial activities in the city. Proposed designations of land for this purpose is influenced by three considerations. The first is that industrial activities are encouraged at locations where high freeway, railroad and airport access make it a desirable use of land. This presumes the ability to minimize the nuisances and hazards that may affect residential areas. The second consideration is the uncertainty of the future strength of the forest products industry in the region. The designation for future use of large tracts of wood products industry land may be questioned. The City must consider alternatives in the long-term economic interest of the community. The third consideration is the generally undesirable nuisance and safety concerns of railroad linked uses through the center of the community. Policies will generally encourage a transition to lower intensity land uses.

5. Public Land

Public land use activities are distributed throughout the community in a pattern determined by their function. Public administrative offices and services are generally centrally located for high public accessibility. Public utilities and disposal sites are generally peripheral to the City because of engineering requirements and nuisance characteristics. The municipal airport and adjacent reserved open space represents a need for locational removal from high use residential activities.

Public schools and public open spaces are located at generally regular intervals to provide for neighborhood access. Higher level education or large scale open space sites depend more on site qualities (adequate space or ideal site environments along the Sacramento River). (Existing public land use is illustrated on the Land Use map.)

Community growth will create demands for additional space and facilities. Planning for these spaces is ongoing by appropriate departments of the City government. (See proposed land use section, III-B) The land use planning process is especially important for conservation of open space for future public needs. The

Conservation/Open Space element of the general plan provides special reference to open space needs.

6. Floodplains

The Land Use Map designation for floodplains indicates all corridors along principal streams in Red Bluff which flood beyond their annual floodway channels.

The 100 year floodplain boundaries have been transferred to the Land Use Map from Flood Insurance Rate Maps (FIRM) prepared by the Federal Emergency Management Agency ((FEMA)(Where the flood plain boundary is not indicated on the F.I.R.M. an estimated boundary is noted). The boundaries indicate the calculated extent of a flood event expected at least once every 100 years. Floodplain designations are indicated for portions of the Sacramento River, sloughs, and Red Bank, Grasshopper, Reed's, Brickyard, Brewery, Dibble and Blue Tent Creeks which flow through the City of Red Bluff.

The land use element includes policies governing the use of land in floodplains. They guide decisions and provide constraints for property improvements and human habitation in these flood hazard zones.

C. Land Use Acreages

A land use survey was prepared for the City of Red Bluff. Existing parcel development and vacant areas were mapped for the period 1990-1991. The map reflects the acreage totals given below. It is displayed in the City Community Development Department.

Table 1-A

1985 Land Use Acreages*

Developed Land	1985 (acres)	(Percent)
Single Family Residential	722	18.19
Multi-Family Residential	105	2.6
Commercial	254.48	6.4
Light Industrial	69	1.7
Heavy Industrial	78.04	1.96
Industrial Park	39	1.0
Airport	511.54	13.0
Recreational	81.42	2.0
Schools	109.68	2.8
Public Land(City/County)	792.29	20.0
Public Land(State)	6.67	.17
Vacant Land (by Zoning Class)		
Single Family Residential	1,052.32	26.5
Multi-Family Residential	264.9	6.7
Commercial	116.11	2.9
Light Industrial	48	1.2
Heavy Industrial	65.86	1.65
Industrial Park	40	1.0
Recreational	35.31	.8
TOTAL for CITY	3,968 (6.2 sq. miles)	100.0%

(Totals do not sum to 100% because airport and recreational lands are included in publically owned city lands.)

*Source: 1985 City of Red Bluff, Local Data Profile

Table 1-B

1992 Land Use Acreages*

Zoning District	Vacant Acres	Developed Acres	Total Acres	Total Sq. Miles	Percent %
R-1	920	1,239	2,159		
R-2	55	31	86		
R-3	28	250	278		
R-4	252	95	347		
Residential Subtotal:	1,255	1,615	2,870	4.484	59.6%
C-1			31		
C-2			210		
C-3			542		
Commercial Subtotal:	172	611	783	1.223	16.3%
M-1			231		
M-2			231		
M-L			5		
P-I			91		
Industrial Subtotal:	139	417	558	0.872	11.6%
A-V & PA			604	0.944	12.5%
TOTAL for CITY	1,566	2,643	4,815	7.52	100%

*Source: 1992 CSU, GIS Survey and Vacant Land Map

Table 1-C

1985, 1990 & 1992 Dwelling Units

	1985*	(85% of Pop.)	1990**	1992**
Single Family Units	3,166	68.00%	3,175	3,575
Condominiums	36	.48%		
Duplexes	14	.28%		
Multi-Unit Apartments	1,490	30.00%	1,557	1,614
Other	4 (1)	1.20%	330 (2)	
TOTAL for CITY	4,838		5,062	5,189

* Source: 1985 City of Red Bluff, Local Data Profile
** Source: U.S. Census Bureau and State of California, Dept. of Finance
(1) Group Homes
(2) Mobile Homes, Trailers, other

D. Effects of Regional Transportation Access on Local Land Use

1. The Interstate Highway (5)

The effect of the State freeway through Red Bluff has been to increase access of the City to external markets and regional highway movements. The freeway improves the locational advantages of Red Bluff for economic development opportunities.

The local effects of the freeway have been to improve the value and opportunity for industrial and commercial land uses at the principal freeway access points in the City. The freeway access east of Kimball Road in the south and Antelope Boulevard east of town center have stimulated development of this type.

The access at Antelope has influenced the highway oriented commercial development there. The area within the City limits is almost fully built and with the constraints of the Sacramento River and its floodplain (e.g. prime agricultural land) little vacant land remains for future development.

The S.Main Street freeway access, east of Kimball Road, is the principal access to south Red Bluff, it's industrial zones, including the municipal airport and industrial park to the west, and to the shopping centers on South Main Street. This freeway access, and the Diamond Ave. access on the east side of the freeway serve a great deal of the city's economic activity and an extensive area of vacant industrial, commercial and residential land. Vacant commercial land between South Main St. and the freeway and the possibility for alternative uses of existing industrial land have increased the potential for future growth and development here.

Two other freeway access points provide northern city limit connections with Wilcox Road and with Main Street. The effects of these on local land use is minimal at this time. Their remote location serves local traffic and at Main St. a more direct connection to the northern districts of the City. Land use development potential in the near future is limited. However, should a freeway interchange be constructed at Adobe Road development potential would increase substantially. The area in the vicinity of the Main St. access (limited to south-bound off ramp and north-bound on ramp) and the area adjacent to the Wilcox Oaks golf and residential area, at Wilcox Road, are both largely vacant and are generally suited to residential and commercial use.

2. The Southern Pacific Railroad

The SP Railroad has always been an important element in the area economy. Rail access has enabled the historic growth of the lumber industry, once the principal employment base in the area. Today the railroad continues to serve this economy but in a much diminished capacity. Mill production is greatly reduced and is unlikely to ever return to its original scale or local importance.

The SP Railroad is principally a routing corridor through Red Bluff. It's right-of-way bisects the community and introduces something of an inconvenience to the circulation system and a nuisance to the visual and acoustic environment. The right-of-way disturbs the central city environment and has left remnant land uses, such as vacant warehouses, storage buildings and commercial and industrial structures and vacant land sites. These sites have little value for conversion due to the low demand for rail services and the high nuisance of the railroad location.

Current land uses along the SP line are negatively influenced by noise, vibration, visual aesthetics and limited access. Development of these sites will depend upon the ability to mitigate those negative effects and restore value to the affected sites.

3. The Municipal Airport

The 280 acre municipal airport is an important transportation asset to the community. It's location southwest of the City and just adjacent to the urbanizing fringe provides excellent open space resources and has excellent land development opportunities. The promotion of industrial site development in the airport industrial park is a principal direction for an appropriate City economic development policy. It offers the foremost opportunities for high value, high technology, industrial development in the community.

However, airport connections with the freeway, 1 1/2 miles to the east, are marginal and there is no rail access. Principal issues that remain to be resolved which affect land use development are, 1) improved, non-residential corridor access to the freeway and 2) development regulation in approach and overflight areas around the airport. The airport land use plan will provide some solutions to the latter problem.

E. Vacant Land

There are 1566 acres of vacant (or undeveloped) land in the City of Red Bluff. This represents about 33% of the City area. The distribution of this vacant land is largely in the categories of single family R-1 zoned land (920 acres) and multiple family R-2, R-3 zoned land (335 acres). The next largest category is commercial zoned land with 172 acres. (See Table 1-B, page 18)

Vacant lands are distributed by area largely to the north and south ends of the City limits. To the north most of the land is found in the 572 acre Wilcox-Oaks complex of districts including single family, mobile home, commercial and industrial zones. To the south the largest single tract (approximately 320 acres) is within the municipal airport district intended for airport related commercial and industrial uses. To the east between South Jackson and Montgomery Rd. two single and multifamily zoned tracts account for almost 200 acres and along Montgomery about 40 acres of industrial land. The remaining vacant land is generally zoned low density residential and is found in the area south of Luther Rd. (about 50 acres), adjacent to the north section of Monroe Ave. (about 175 acres) and in the area adjacent to and east of Baker Rd. (about 160 acres). (See Land Use and Vacant Land Map) Smaller tracts of vacant land are scattered throughout the City.

F. Natural Resource Areas, Floodplains and Other Resource Areas

Natural resources in the Red Bluff area are reviewed in the Conservation and Open Space elements of the General Plan. For consistency they are referred to here and within the Land Use Policies.

1. Biotic Resources

The principal biotic resources of Red Bluff are natural vegetative tree and ground cover and the plant and animal life which inhabits that tree and ground cover and the rivers and creeks which flow through the town. These natural biotic resources survive in greenway corridors which are belted along the Sacramento River and its tributaries flowing through Red Bluff including: Blue Tent Creek, Dibble Creek, Brewery Creek, Brickyard Creek, Reeds Creek, Grasshopper Creek and Red Bank Creek and their tributaries.

The floodplains, banks and hillsides adjacent to these waterways have high water tables and soil moisture content. This supports natural associations of Oak and scrub vegetation and an intricate network of plant and animal species which are interdependent as sources of food and shelter (cover). These are

ecologic habitats, the elements of which should be protected by leaving them as much as possible in their natural states. The greenway corridors are fragile and sensitive to fire, erosion, water depletion and habitat destruction by excessive human use. By excluding unnecessary development from these corridors they will remain a permanent biotic resource which is very important to the small town and rural character of the City.

Floodplains, designated as the 100 year floodplain by the Federal Emergency Management Agency (FEMA), are an important resource. They are a critical basin to receive, hold and slowly release the short term run-off from heavy rainstorms. These basins must be maintained and protected from encroachment by development. Their filling, channelizing or modification simply increases flood potential along other parts of the floodplain or diverts scouring and erosive forces to adjacent or downstream banks.

Floodplains and the adjacent belt of woodland (Greenways) are also the zone of highest native vegetation growth. Natural vegetation systems within the floodplain are an important natural erosion control system and the only natural habitat for animal life that remains in the City. (See Greenway and floodplain map)

Within the floodplain is the floodway. It is generally devoid of vegetation except for grasses and small shrubs. It is the annual zone of flooding. The floodways in Red Bank, Reeds and Dibble Creeks are characterized by annual deposition of sand, gravel and rock. As they approach confluence with the Sacramento River their gradients are so low that sediment carried from the foothills to the west are dropped in the flood channel.

2. Mineral Resources

The principal floodways of Red Bluff are a principal mineral resource for aggregate mining. Sand, gravel and rock for construction are easily removed and with conditions placed on operations little damage may be done to floodplain habitats or down stream water quality. These resource zones will be zoned for industrial use but with strictly imposed conditions for operation by the City and by the requirements of the Federal Surface Mining and Reclamation Act.

3. Agricultural Resources

Tracts of prime agricultural land occupy a portion of the City to the northeast, adjacent to the freeway and the Sacramento River. No other area of the City to the north, west or south possess such resources and it is not the policy of the City to annex agricultural lands to the east of the Sacramento River. Agricultural resource lands currently within the City are intended for development as for more intensive uses. Due to their small scale and unimportance directly for the City of Red Bluff they will not be included in it resources policies. The plan should, however, be attentive to the policies for farmland preservation presented in the Tehama County General Plan.

4. Aesthetic Resources

The principal natural aesthetic resources of the City lie in its river and creek corridors, oak woodland and chapparal covered hills. These provide an open space resource for visual enjoyment and recreational pursuits and are essential to maintain the rural, open and small town character of the community.

Urban trees and tree landscaping programs in residential, commercial, urban stream and industrial areas are important to restoring the historic wooded and small town scale aesthetics in the City. These objectives will be supported by tree planting and preservation ordinances.

III. EXISTING AND PROJECTED POPULATION AND DEVELOPMENT

A. Existing and Projected Population

1. Historic and Existing Population and Present Household Characteristics

An accurate record of annual population has been maintained by the City Community Development Department. The source of population levels include the U.S. Bureau of Census for 10 year interval census of population, special local census counts supervised by the State of California and annual estimates provided by the State Department of Finance, Population Research Unit. Those figures are shown below in Table 2 for each year figures were available and are shown in Figure 3 for every 10 year period since 1970.

Table 2

Year	Population		10 Year Increase Rate
1880	2160		
1890	2680		
1900	2750		
1908	3501	(Ord. 120)	
1910	3530		
1920	3104		
1930	3517		
1940	3828		
1948	4735	(Special Census)	
1950	4905		
1955	5553	(Special Census)	
1959	7130	(Est.)	
1960	7202		
1962	7500	(Est.)	
1964	7700	(Est.)	
1966	7950	(Special)	
1967	7975	(Est.)	
1970	7606		5.6

			Annual Percent Increase	
1972	7850	(Est.)	1.6	
1973	8075	(Est.)	2.9	
1974	8099	(Est.)	0.3	
1975	8317	(Special)	2.7	
1976	8400	(Est.)	1.0	
1977	8500	(Est.)	1.2	
1978	8933	(Est.)	5.1	
1980	9650	(9490)*	3.1	24.8
1981	9708*		2.4	
1982	10081*		6.2	
1983	10435*		3.5	
1984	10721*		2.7	
1985	11014*		2.5	
1986	11087*		0.7	
1987	11535*		4.0	
1988	11783*		2.1	
1989	12078*		2.6	
1990	12363	(1990 Census)	3.0	30.3
1991	12650*	(est.)	2.3	
1992	12850*		1.6	

* Subsequent revisions to population provided by the State Population Research Unit

Selected preliminary results of the 1990 U.S. Census of Population are presented here for use in the Land Use and other elements of the plan for policy and population density assessments. These figures are taken from the U.S. Census publication Summary Population and Housing Characteristics. These statistics are given in Table 3 below.

Table 3

City of Red Bluff
Preliminary Population Characteristics (1990 U.S. Census)

Population Age Group	Number of Persons
0 - 4 years	1121
5 - 15	2076
16 - 17	320
18 - 20	489
21 - 24	694
25 - 44	3705
45 - 54	1019
55 - 59	453
60 - 64	467
65 - 74	1063
75 - 84	675
85 & above	281
Total	12,363

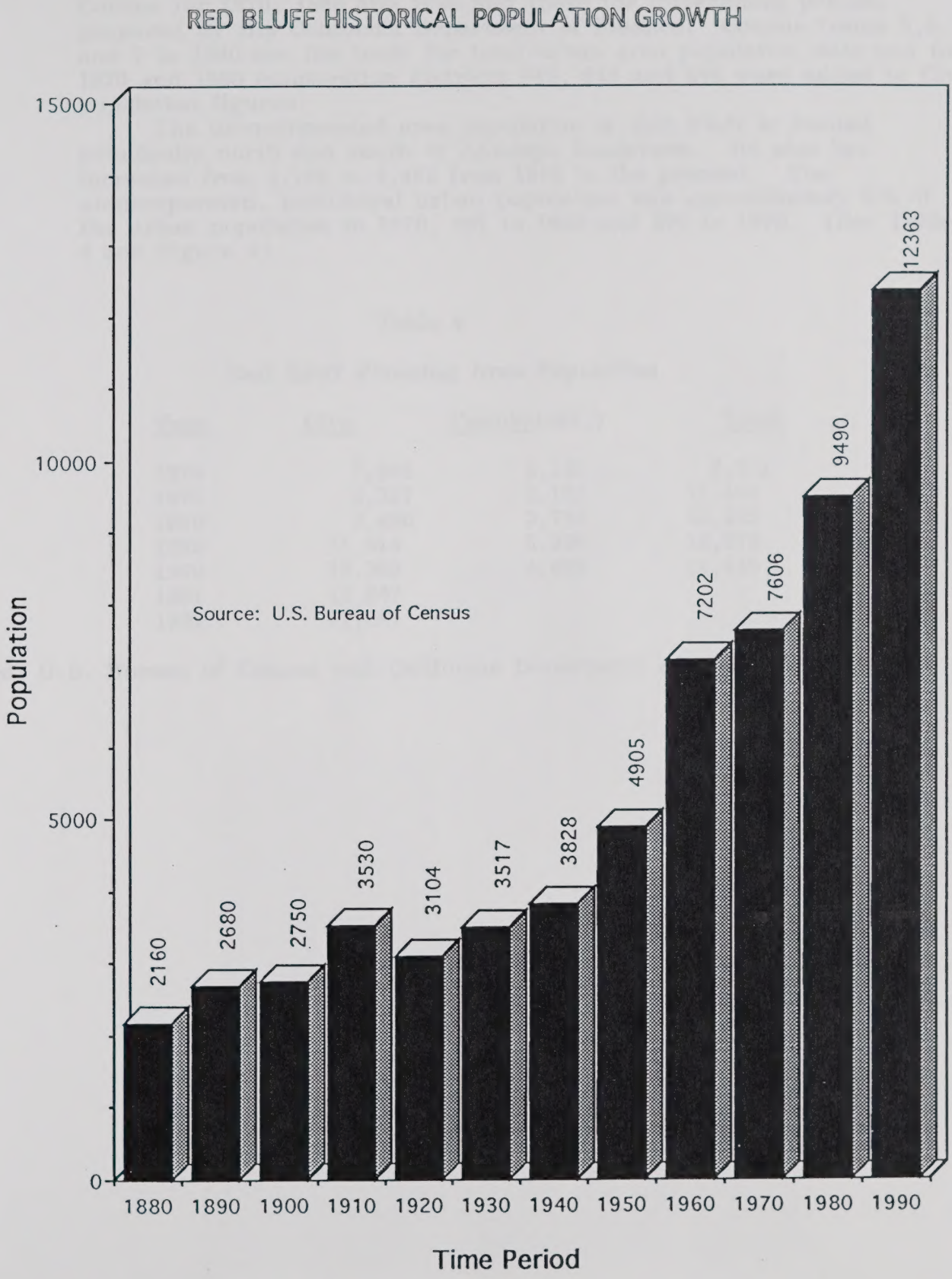
Sex Ratio

Number of Males 5855
Number of Females 6508

Social Structure

European Ancestry 11,277
Minority* 1,086
* (includes Black, American Indian, Asian and other groups)

Figure 3


RED BLUFF HISTORICAL POPULATION GROWTH
15000
10000
5000
0
Population
Source: U.S. Bureau of Census
2160
2680
2750
3530
3104
3517
3828
4905
7202
7606
9490
12363
1880
1890
1900
1910
1920
1930
1940
1950
1960
1970
1980
1990
Time Period

2. Population Base and Assumptions

Population base figures are taken from the U.S. Bureau of Census for 1970, 1980 and 1990 and those for intervening periods prepared by the California Department of Finance. Census tracts 5,6, and 7 in 1990 are the basis for total urban area population data and for 1970 and 1980 enumeration districts 643, 644 and 646 were added to City population figures.

The unincorporated area population of Red Bluff is located principally north and south of Antelope Boulevard. Its size has increased from 2,125 to 4,483 from 1970 to the present. The unincorporated, peripheral urban population was approximately 22% of the urban population in 1970, 28% in 1980 and 27% in 1990. (See Table 4 and Figure 4)

Table 4

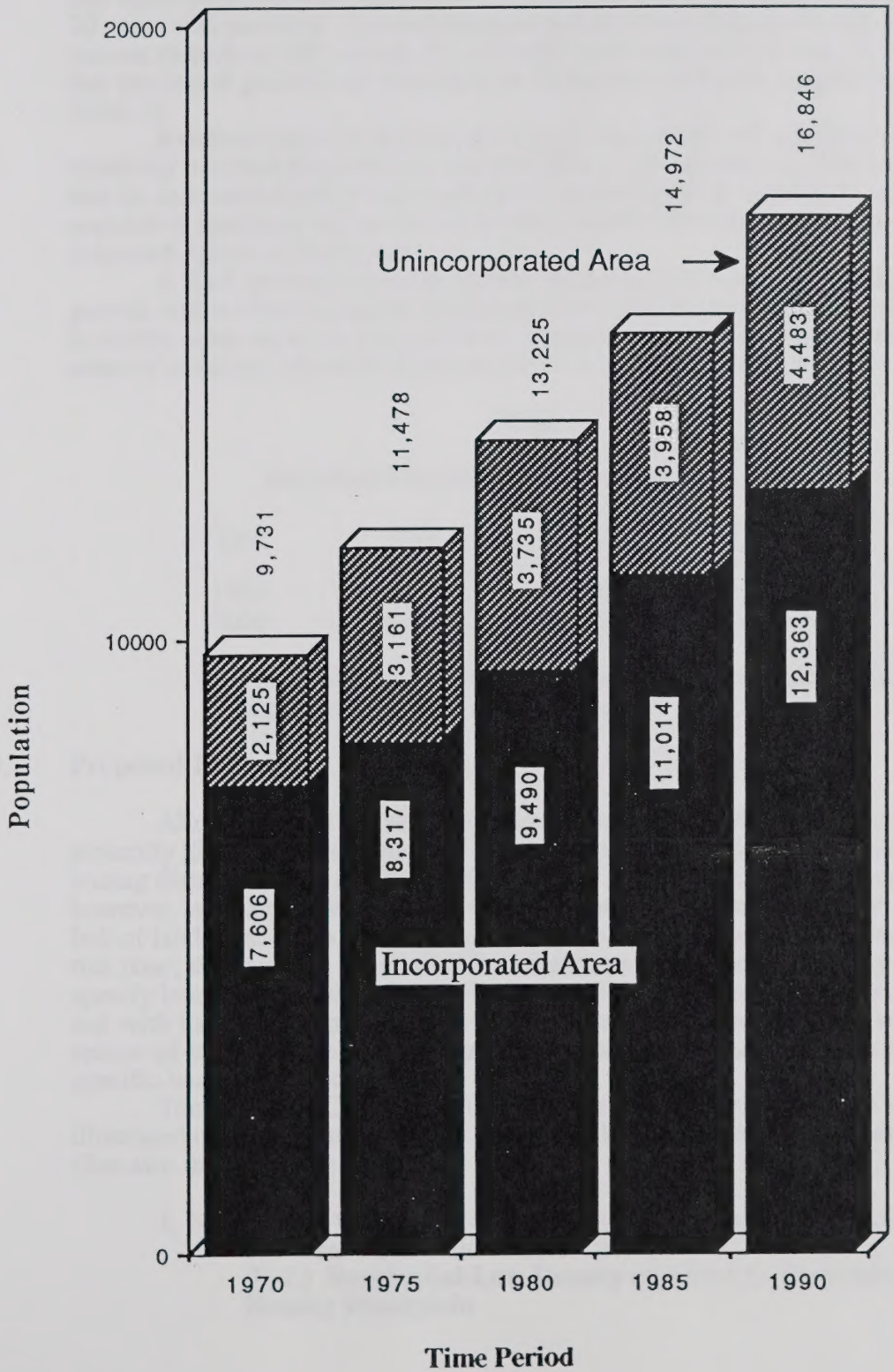
Red Bluff Planning Area Population

Year	City	County(est.)	Total
1970	7,606	2,125	9,731
1975	8,317	3,161	11,478
1980	9,490	3,735	13,225
1985	11,014	3,958	14,972
1990	12,363	4,483	16,846
1991	12,647		
1992	12,851		

Source: U.S. Bureau of Census and California Department of Finance

Figure 4

RED BLUFF AREA POPULATION GROWTH **



** Red Bluff Planning Area (See Table 4, Page 25)

3. Projected Population

Population projections are compiled for the City of Red Bluff and for the greater urban area, including unincorporated Tehama County, for the 10 year period 1991-2000. Forecasts are based upon certain assumptions. The first is that trends of population growth which have occurred during the past 20 years will continue over the next 10 years. Inherent in the first assumption is the second, that those economic and social forces which have been operating during the past 20 years will continue. The presumption is that economic growth, following the current recession, will resume at a moderate and stable annual rate. It is assumed that the rate of growth will resemble the immediate past rates of growth. (See Table 5)

Another assumption is that the City of Red Bluff will continue to exhibit a relatively constant proportion of the total urban area population. It is expected that its annexation policy will continue to be conservative and that most City population increases will occur within the present City corporate limits or its proposed Sphere-of-Influence.

A final assumption is that the rate of unincorporated area population growth will decline during the forecast period. This is justified due to the lack of available urban services, groundwater contamination problems and diminishing areas of small lot, prime development land with good highway access.

Table 5

Red Bluff Planning Area Projected Population

Year	City	County	Total
1995	13,478	4,988	18,466
2000	14,714	5,499	20,213

Note: Population forecasts were prepared utilizing a linear regression technique on each area.

B. Proposed Land Use

Allowable land use activities within the corporate limits of the City are presently given by the current land use designation diagram and by the underlying zoning districts shown on City zoning maps. Outside the City boundary, however, land use activities are presently managed by Tehama County. In the belt of land adjacent to the City limits lies the City Sphere-of-Influence. Within this zone, the area into which the City expects to grow, the community may specify land use activities which will be consistent with its present land use policy and with its goals for growth. The City may propose future land uses within the sphere-of-influence, designate them on the land use map and pre-zone their specific land use character.

The proposed City Sphere-of-Influence (SOI) is defined above and illustrated on the land use diagram. Proposed land use activities are as follows: (See also the Land Use Map)

1. North of the City Limit to Proposed (SOI) Boundary along the North 100 Year Floodplain of Blue Tent Creek.
   (R-L) Residential-Low Density and (R-Lf) Residential-Low Density Floodplain

2. North of Walbridge Street, West of Highland Bluffs Development, East of the Baker Road (SOI) boundary and North to the North 100 Year Floodplain Boundary of Dibble Creek.
(R-L) Residential-Low Density

3. Internal Section of Block Split by Minch Road, Bounded on the East by Baker Road and on the South by Walnut Street.
(R-M) Residential-Medium Density

4. West Frontage of Baker Road South of Minch Road, North and SouthFrontage of Walnut Street (to a line 500 feet south of Walnut) West and southeast of the Baker Road Intersection.
(C) Commercial

5. North of Reed's Creek to City Limits and West and North to Proposed(SOI) Boundary and Southeast to City Limits at Luther Road.
(R-L) Residential-Low Density

6. South of Luther Road and West of Airport Boulevard Road Frontage.
(C) Commercial

7. South of Reed's Creek, West of Paskenta Road to (SOI) and South to North 100 Year Floodplain Boundary of Red Bank Creek.
(C) Commercial

8. South from Airport City Limit Boundary to South 100 Year Floodplain Boundary of Red Bank Creek.
(PS) Public Service and (PSf) Public Service Floodplain

9. Southeast of South Jackson Street Terminus, Inclusive of Red Bank Creek 100 Year Floodplain East to 400 ft Setback from South Main Street.
(R-Lf) Residential-Low Density Floodplain

10. East of Freeway, South of Grasshopper Creek Floodplain, South to Red Bank Creek Floodplain and East to 400 ft. Setback from South Main Street.
(R-L) Residential-Low Density

11. South of Grasshopper Creek Floodplain, West of South Main Street, a 400 ft. Zone South to the South 100 Year Flood Plain of Red Bank Creek.
(C) Commercial and (Cf) Commercial Floodplain

12. South and East of Southeast City Limit Boundary to Sacramento River Banks and South to Southerly 100 Year Floodplain Limit of Red Bank Creek.
(I) Industrial and (If) Industrial Floodplain

13. South and East of Messer Drive to Sacramento River Bank.
(PSf) Public Service Floodplain

14. Sale Lane to the North and East of City Limits, North to City Limit Line Along Antelope Boulevard and East to Philbrook Avenue.
(R-L) Residential-Low Density and (R-Lf) Residential-Low Density Floodplain

15. Unincorporated Frontage of Antelope Boulevard Lying above the 100 Year Floodplain East of Williams Avenue to Damon Avenue.
(C) Commercial

16. Belle Mill Road Frontage from City Limit and Proposed (C) in # 15 above to (SOI).
(R-Lf) Residential-Low Density Floodplain

17. North of the City Limits (along Antelope Blvd.) to the (SOI) Between Damon Avenue and Mulberry Avenue.
(R-L) Residential-Low Density

18. East of County Fairgrounds, North from a 400 ft. Northerly Setback from Antelope Blvd. to the Proposed (SOI) Boundary, East to a 400 ft. Westerly Setback from Highway 36.
(R-M) Residential-Medium Density

19. East from Trinity Avenue, Along and 400 ft. North and South of Antelope Blvd. to 200 ft. Beyond Highway 36 and North to Proposed (SOI) Boundary.
(C) Commercial and (Cf) Commercial Floodplain

20. East of the easternmost extension of Antelope Blvd. at Highway 36, to the Salt Creek Overflow (Proposed Easterly SOI Boundary).
(R-Lf) Residential-Low Density Floodplain

21. Northwest of City Limit Boundary at Sand Slough, East of I-5 Freeway and East to Proposed (SOI) Boundary.
(R-Lf) Residential-Low Density and (PS) Public Service

C. Proposed Residential Development Densities

1. Allowable Densities

Throughout the planning area residential densities are constrained by the upper level of permitted units per acre for each zoning district. These limits are presented in sections II A &B above and in the City Zoning Regulations.

Residential densities are further constrained by hazardous conditions in 100 year floodplains as designated by the U.S. Corps of Engineers. Those allowable densities will be provided in the City *Land Development Policies*.

Development densities for vacant residential designated land referenced above are as follows:

a. Within existing and proposed Residential-Low Density districts the upper limit to allowable development densities is <u>1-5 units per acre</u> for R-1 zoned land and <u>5.1-10 units per acre</u> for R-2 zoned land.

b. Within existing and proposed Residential-Medium density districts the upper limit to allowable development densities is 10.1-15 units per acre for R-3 zoned land and 15.1-20 units per acre for R-4 zoned land.

The standard for population density forcasting is 2.47 persons per household. This is the value calculated for Red Bluff by the U.S. Bureau of Census for the 1990 Census period. (See previous discussion of population characteristics in Red Bluff in Table 3.)

2. Expected Densities on Vacant City Residential Land (See Table 1-B, page 18)

Within the present corporate limits of Red Bluff there remain 975 acres of vacant low density residential land and 280 acres of vacant multi-family or medium density residential land. At median density values (6 units per acre at low density and 16 at medium density) the number of units and population (at present mean family size) that will occupy the present vacant land is as follows:

Density Class	Vacant Acreage	Potential Units	Potential Persons
Low Density Residential	975	5,850	14,450
Medium Density Residential	280	4,480	11,066
Totals	1,255	10,330	25,516

At median allowable densities, about 1,255 vacant residential acres within the present corporate limits of Red Bluff will accommodate approximately 25,516 persons, a number twice as large as the current 1991 City population.

3. Expected Densities on Vacant Proposed Residential Development Land Outside the Present City Corporate Limits (Excluding Floodplain Lands)

Within the area bounded by the proposed City sphere-of-influence and outside the present corporate limits there are approximately 1,838 acres of vacant developable land. (Land in the 100 year floodplain is excluded. Proposed floodplain densities are included in the City Land Development Policies) A breakdown of approximate area by region and expected densities by type of proposed residential development is as follows:

Proposed Residential Land Use

Area	Approximate Acreage	Density	Units	Persons	Area Key Above
West Brewery Creek	620	R-L	3,720	9,188	B2
Reeds Creek West Area	265	R-L	1,590	3,927	B5
Minch Road West Area	29	R-M	464	1,146	B3
Wilcox/Blue Tent Creek	47	R-L	282	697	B1
Grasshopper Cr./Freeway	66	R-L	396	978	B10
Antelope Blvd. North	37	R-M	592	1,462	B17
Antelope Blvd. South	35	R-L	210	519	B14
Sale Lane Area	15	R-L	90	222	B14
Adobe Road Area	12	R-L	72	178	
Miscellaneous	107	R-L	642	1,586	
Total Proposed Residential	1,233		8,058	19,903	

At median allowable densities, the approximately 1,230 vacant proposed residential acres within the proposed City sphere-of-influence will accommodate approximately 19,900 persons, or about 160% of the present City population.

D. Proposed Commercial and Industrial Development and Densities

Within the City limits there are an estimated 172 acres of vacant commercial land and 139 acres of vacant industrial land. (These estimates are being updated under an ongoing Chico State University study.)

Outside the present corporate limits and within the proposed City sphere-of-influence approximately 887 acres of vacant land is proposed for commercial and industrial development and for undetermined public services use.

Area	Approximate Acreage	Use
SP Railroad to Sac. River - South City	323	Industrial
Paskenta Rd. West Frontage	85	Commercial
S. Main St. West Frontage - South City	15	Commercial
West Walnut St.	65	Commercial
E. Antelope Blvd. N-S Frontage	59	Commercial
Airport Zone South to Red Bank Creek	175	Public Service
Wilcox Rd. to SP Railroad	165	Public Service
Total Other Proposed Use Acreage	887	

The allowable development densities for commercial and industrial land are provided by City Ordinance 828 of Chapter 25 of the City Codes (Zoning). Development densities within 100 year floodplain areas are provided for in the City Land Development Policies (III-A, page 59) and Chapter 26 of the City Code.

E. Implications of Growth for Urban Circulation

Vehicular circulation is addressed in depth in the Circulation element of the Red Bluff General Plan. The implications of expected growth during the 10 year planning period and for the ultimate buildout of the areas given above will complement that element and should be the bases for urban circulation policies.

Present levels of traffic generation and increases which will follow from residential development over the next 10 years will add a burden to the streets of the City. Increased congestion, noise generation, vehicular emissions and delays in travel time will result. The implications of increased population, business and industrial land use development will be loss of ease and comfort of movement on the streets of the City. Without alternative and improved methods for reducing traffic flows or facilitating them, a significant deterioration in traffic service levels will occur at the following locations. Policies addressing the impacts given below are provided in the Circulation element of the City General Plan.

1. **Monroe Street**
   The development of residential properties off Monroe Avenue will cause significant increase in flows from the Walton Avenue intersection to the south. There are safety concerns for low density residential frontages and

for children walking to Sacred Heart School. The City has proposed local road improvements to Walton Avenue and signalization of the intersection.

2. **Walton Avenue**
Traffic volumes will increase on Walton Avenue through the Walton Ave. neighborhood as commuters divert to Main Street for more direct access to central Red Bluff. Noise and safety considerations will affect the neighborhood. The City recommends speed control to minimize effects.

3. **Main Street** (North of Walnut)
Traffic volumes will increase beyond design capacities as the Street serves as access to central retail and services for larger populations in northerly developing areas. Access to the freeway at Adobe Road may circumvent through-City traffic.

4. **Antelope Boulevard** (Between Main Street and the Freeway)
Traffic will increase along an already congested section of Antelope Blvd. Buildout of vacant commercial and residential land to the north and south of the freeway intersection, continued growth along the east Antelope Blvd. corridor and increasing use of the Antelope Blvd. freeway exit by residents from northerly and southerly locations will create excessive traffic backups and delays at all intersections from the freeway to Main Street. A new Adobe Road freeway access may abate some of this congestion. Diversion of traffic along parallel one-way streets east of Main Street may also relieve congestion and delays.

5. **South Main Street** (Between Walnut Street and Luther Road)
The development of the shopping plaza at South Main St. and Luther Road as a regional commercial center and destination has drawn larger traffic flow from outlying areas and much of it along South Main Street. As South Main Street remains the principal access for most of the population of Red Bluff, traffic volumes will increase. Congestion at signalized intersections will increase and heavy and slower traffic flow along the length of the street section will occur.
No other roadway is an appropriate alternative to South Main Street. The City should explore improving the attractiveness for shopping in the downtown. This will provide more balance in shopping destinations and less congestion on South Main Street.

6. **Main Street and Walnut Street Intersection**
Maximum levels of service have been exceeded at the intersection of Main Street and Walnut/Antelope Blvd. The peak hour flows and left turn cycles cause long delays and the implications of growth are that this condition will worsen. It is doubtful that engineering improvements at the intersection will have significant or long term beneficial effects. Some circulation mechanism should be adopted to divert traffic away from the intersection.

7. **Luther Road Airport Access**
With increased industrial development in the Airport industrial park most of the need for access has been shown to be for truck traffic. The principal connection from the freeway to the industrial park has been Luther Road and secondarily Kimball Road. Luther Road was designed

and accessed principally as a minor arterial street. Heavy truck traffic has degraded this function and increased safety concerns for pedestrians, schools,churches and low density residence along the Road. Noise, dust and vibration further degrade the neighborhood environment. New industrial development in the area and additional residential growth will exacerbate the problem.

The City will propose a new airport limited access arterial south of Luther Road.

IV. PUBLIC FACILITIES

A. Existing and Proposed Water and Sewer Facilities

In May 1991 the City completed its Master Plan for Infrastructure Capital Improvement Programs. The consultant report outlined the infrastructure system including water supply and distribution, wastewater collection, water recycling, traffic circulation, flood protection facilities and community services facilities and proposed a capital improvement program and fee structure for projects relating to those systems.

1. Water Supply and Distribution

The City of Red Bluff pumps groundwater from 12 deep wells and discharges it directly to its water distribution system. Well pumping capacity ranges from 500 to 2,644 gallons per minute. The water system mains consist of 52.65 miles of 4 to 24 inch diameter pipe (47% is 6" and 35% is 8") made of asbestos cement, cast iron, mortar lined steel, steel or polyvinyl chloride.

The groundwater supply is abundant and of high quality and will be adequate for the long term needs of the City. Well pumping capacity is also adequate to meet consumer demand.

Although the distribution system is of adequate coverage the preponderance of small diameter pipe, especially in areas of relatively higher City elevation or distance from the well pumping stations has caused a problem of low water pressure during periods of peak demand. Also, the system may not deliver adequate pressure for fire demand in remote locations.

Master Plan recommendations for the water distribution system are: 1) to construct new parallel mains (6.14 miles), 2) create a new pressure zone for elevations above 350 feet and, 3) increase reservoir storage capacity by modifying the well pump on/off control logic.

2. Sewer Collection and Treatment (Recycling)

The City maintains 36 miles of 6 to 30 inch sanitary sewer pipeline. The system includes collection pipe (excluding individual building laterals), 12 pumping stations and the wastewater treatment (recycling) facility.

Public and private users generate 1.1 million gallons of wastewater per day (an average of 88 gallons per capita) and summertime infiltration of groundwater into the system adds .15 million gallons per day (12%) to the wastewater flow. During wet weather infiltration rates are much greater and flows approach three times the summertime flow.

The Master Plan reports that "over 10,000 feet of trunk sewer mains are deficient under existing wet weather conditions and almost 40% (will) have inadequate capacity . . .at buildout". Capacity restrictions are expected approaching buildout of the planning period (to 2020). Capacity will be reached especially in areas where sections of pipe have reduced diameters or run along flat gradients. "Pumping stations also have a limited capacity for limited flows."

The water recycling facility processes 1.25 million gallons of effluent per day with a capacity of 2.0 mgd. The process includes primary, secondary and filtration and disinfection levels of treatment including anaerobic digesters for sludge. The quality of discharged effluent is lower in suspended solids than that of the Sacramento River into which they are released. The plant has adequate secondary treatment capacity until 2010. Repair, maintenance and improvements of other elements of the system should be undertaken during the next 10 years.

The Master Plan recommends construction of a Monroe Street/ Reed's Creek relief sewer, upgrading capacity of several pumping stations, sewer system repairs, and upgrading and improving equipment and processing systems at the recycling plant.

B. Existing and Proposed Solid and Hazardous Waste Disposal

Solid and hazardous waste disposal are of significant concern to Red Bluff. The City presently relies on the Tehama County sanitary landfill to dispose of most of its solid waste and must export hazardous waste out of the County to Sacramento, Kings and other counties. An analysis of solid waste management was included in the 1991 Tehama County study, Multi Jurisdictional Source Reduction and Recycling Element. Hazardous waste generation and disposal is reviewed in the 1989 Tehama County Hazardous Waste Management Plan.

1. Existing and Proposed Solid Waste Disposal

Estimates of total tonnage of solid waste disposed of from the City of Red Bluff for 1990 are given in Figure 1 in Multi Jurisdictional cited above. The annual solid waste disposal follows:

Type	Tons Per Year	Percent of Total
Paper	4,347	34.1
Organic Waste (food,wood,agricult. prod.,etc.)	3,491	27.5
Yard Waste	1,555	12.2
Plastic	1,380	10.9
Glass	556	4.4
Metal	509	4.0
Special Waste (ash,sludge,tires,autos,etc.)	364	2.9
Other Waste (household hazardous, etc.)	532	4.1
Total	12,713	100.0

All the above waste was disposed of at the Tehama County landfill.The proportionate share by type of generator is commercial

(51.6%), residential (33.8%), or about 1.9 pounds per person per day, and industrial (14.6%). Red Bluff contributes 38.2% of the total 33,245 tons disposed in the County landfill in 1990. Forecasted levels of waste generation are that it will increase at the same rate as population growth. (Study estimates 2.7% per year) (Source: Multi Jurisdictional above)

The study proposes a ten step program of alternatives to landfill disposal. They include:

a. Residential Curbside Recycling
b. Multi-Family Recycling Receptacles
c. Commercial-Industrial Recycling
d. Drop-Off Recycling Centers
e. Buy-Back Centers
f. Institutional/Office Recycling
g. Mobile Collection
h. Manual Materials Recovery
i. Mechanized Material Recovery
j. Landfill Salvaging (removing bulky materials from the waste stream)
k. Composting

2. Existing and Proposed Hazardous Waste Disposal

All hazardous waste generated by business, institutions, public agencies and households by law must be disposed of in State Department of Health Services hazardous waste facilities. These are located in Sacramento, Contra Costa, Kings and Santa Barbara Counties only. All businesses, institutions and public agencies are required to complete a manifest when hazardous waste leaves the site of generation.

The Tehama County Management Plan estimates that 96.3 tons of hazardous waste are generated annually in Tehama County and are shipped to off-site facilities. It further estimates that 124 tons of hazardous wastes are generated by households each year. (estimate 47 tons from the City of Red Bluff) There is no monitoring of this waste and virtually all of it is disposed of in garbage headed for the County landfill. The ignorance of households of the potential danger of local disposal creates a local environmental hazard which is not monitored by federal or State law. Examples of household hazardous wastes include pesticides and herbicides, household cleaners, automotive products, paint and coatings, polish, adhesives and sealants and batteries.

There are six identified hazardous waste contaminated sites in Tehama County and 16 sites associated with leaking underground tanks.Two contaminated sites affecting Red Bluff are the Louisiana Pacific Corporation south of the City and the land previously occupied by the PG&E Gas Plant at the northeast corner of Oak and Rio Streets. The Louisiana Pacific site was found to have discharged contaminated wastewater and to have failed to register underground tanks or remove contaminated soils. Remedial action has been taken by the company. Contaminants at the PG&E site in Red Bluff have not yet been identified.

The management plan recommends treatment, storage and disposal (TSD) of hazardous wastes in the County. The plan recommends alternative practices including: Source Reduction, Recycling, Treatment, Incineration, Stabilization, Repositories and Land Disposal. No specific sites were recommended for recycling, treatment or disposal. (See also

the Hazardous Waste and Substances Site List published by the State Office of Planning and Research.

C. Existing and Proposed Recreation Facilities and Activities

The City of Red Bluff has 81 acres of recreation land not including public school property, undeveloped future recreation sites and various athletic courts. The City of Red Bluff Department of Parks and Recreation makes active use of most of these spaces and facilities in the Summer season and Fall-Winter-Spring season programs. An inventory of recreation facilities and programs is given below.

1. Recreation Facility Inventory

a. Airport/John Trainor Park
Frey and Tosh Lighted Softball Fields, Children's Playground

b. Campfire Recreation Area and Building
Playground Equipment

c. Carl Coleman Tennis Courts
Four Lighted Tennis Courts

d. Diamond Park
Ball Field, Playground, Basketball Court

e. Forward Park
Ball Diamond, Basketball Court, Playground, Picnicking

f. Jackson Heights Park
Lighted Ball Diamond

g. Lincoln Street Tennis Courts
Three Lighted Courts

h. Luning Street/Lots for Tots Playground
Playground Equipment

i. River Park and Marina
McGlynn Swimming Pool, Band Stand, Boat Ramp, Vollyball and Basketball Courts, Playground Equipment, Picnicking

j. Samuel Ayre Park and Dog Island
Picnicking, Fishing, Nature Trails, Bike Trail

In addition to the above City maintained facilities there are other public facilities in the City which are used, when available, for City sponsored recreation activities. They include the swimming pool at the Red Bluff High School; volleyball and basketball at the High School and Vista School; softball, baseball and badminton at the High School and soccer at Vista School.

2. Recreation Activities

The City of Red Bluff Parks and Recreation Department offers a year-round program of activities. Its Summer Program and Swim To Live Programs offer a variety of community activities at facilities listed above. Activities begin in mid-June and continue through mid August.They include the following:

Summer Program	Swim To Live Classes For:
Band Concerts	Tiny Tots
Baseball	Beginners
Basketball	Advanced Beginners
Lob Ball	Intermediate
Softball	Swimmers
Beginning Tennis	Basic Water Safety
Intermediate Tennis	Emergency Water Safety
Water Exercise	Adult Beginners
Swim Team	Lifeguard Training
Early Risers Swim	
Public Swim	
Playground Activities	
Senior Citizen Activities	

The City Recreation program for Fall-Winter-Spring begins in mid-September and runs through May. The programs focus on indoor activities including the following:

Fall-Winter-Spring Program

Badminton	Soccer League
Baseball	Softball
Basketball	Beginning Tennis
Cake Decorating	Tiny Tot Time
Gym Drop-In	Volley Ball
Senior Citizens Activities	

3. Other Recreational Opportunities

The City of Red Bluff is fortunate to be located in a region of abundant recreational opportunities. In the immediate locale the Sacramento River offers opportunities for boating, fishing and viewing boat races. The United States Department of Agriculture is proposing the development of Lake Red Bluff. The recreation area will offer swimming, camping, trails, a nature pond and environmental study area, interpretive facilities, day use and picnic areas, boating and fishing.

The City has designated an urban bikeway. It affords an excellent opportunity for area family cycling. The bikeway is designated along only a portion of its entire length, however.

The larger region offers many opportunities for hiking, camping, hunting, skiing and other activities at Lassen Volcanic National Park.

4. Expansion of Recreational Opportunities

A number of sites are proposed for expansion of the City recreation land inventory. New City owned sites which may be improved include the following:

a. Spaulding Acres

The old City dump on Baker Road is the largest vacant City owned tract considered for recreational use. The site may contain dangerous materials, however, and before any use is considered a full soils and groundwater analysis should be completed. Planning for the site should be coordinated with the City Parks and Recreation Department.

b. Forward Park Expansion

A large acreage of floodplain and wooded land lies to the east of Forward Park (not unlike Chico's Bidwell Park in character). This land is ideal for recreational and day use and is presently used and somewhat abused, informally. Improving trails, providing family picnic sites and limiting off-road vehicle access while improving auto access and managing activities would provide Red Bluff a very significant addition to its park inventory.

c. Jackson Heights School Property

A substantial amount of the Jackson Heights School grounds are ideal for recreational purposes. Agreements with the school district for its use will allow expansion of recreational opportunities in a very central location.

d. Kraft Playground

The improvement and maintenance of Kraft playground, off Rio Street, is a worthwhile project for the City. The quiet location and river view opportunities make it ideal for day and short term use for children and downtown workers.

V. EDUCATIONAL FACILITIES AND PROJECTED DEMANDS

A. Existing Educational Facilities

There are a range of public and private educational programs in the Red Bluff urban area. They include public supported education at the following: Red Bluff Union Elementary District including Bidwell, Jackson Heights, Matteer and Vista Schools and the campus of Red Bluff Union High School.

Private education is available at Mercy High and Sacred Heart Elementary Schools (Catholic), Community Christian Schools (Baptist), and 7th Day Adventist School.

B. Enrollments and Projections

1. Red Bluff Union School District (K-8)

From the 1987/1988 school year to the close of the 1990/1991 year the district has shown annual growth of 169, 69 and 77 students. Most of this has occurred in the kindergarten and 1st grade levels with lesser average increases in

the 6th and 8th grades. Enrollment figures for the 1991-1992 academic year show a decrease of 73 students to a total of 2282 students. There is no apparent grade level pattern in the decrease. No particular reason for the decrease is clear to the district administration.

A fair presumption is that local economic conditions have caused the outmigration of families with younger children. Assuming that those conditions have stabilized in the short term then enrollments should also stabilize. Projections for elementary public school enrollments are that they will slightly decline and level in the next two years.

Currently, phase II construction at Matteer School is underway and existing classroom space needs should be met. The District is responding to a northerly shift in student distribution. As the City grows to the north a school site will be required on the north end of Red Bluff. The District is attempting to acquire 8 acres near Monroe Avenue.

2. Red Bluff High School District (9-12 and Continuation School)

The High School district has shown annual increases in enrollment of from 60 to 65 students per year. In 1990-1991 enrollments increased by 83 students to 1790 and in 1991-1992 they increased by 134 to a total of 1924 students. Increases were noted from feeder schools but the pattern or causes were unclear. It must be assumed that most of the increase was due to movement of a larger group into the high school from the 8th grade (44 more than the previous year from Red Bluff Elementary schools alone).

Assuming the downturn in local economic conditions may have affected enrollments overall in Red Bluff it is not apparent in the High School statistics. It is assumed that older children are from families with more job seniority or with more transferable skills than younger families and have been less displaced by the recession. Assuming that economic conditions stabilize, enrollments for the High School District should also stabilize. Numbers of students moving up from elementary schools will decline somewhat. The High School District projects an additional 60 students for the 1992-1993 year.

The High School District is undertaking a project to construct 1 or 2 portable classrooms on-site for the 1992-1993 academic year. These should accommodate additional space requirements. In the long term, the District will continue to meet its needs for space on the present site or through improvements on a 20 acre site it owns in the Antelope area off Trinity Street.

3. Private Schools

a. Mercy High School (9-12)

In recent academic years Mercy High School has enrolled between 100-110 students. In the 1991-1992 academic year its enrollment climbed to 143. The cause for the increase is not well known to the administration. Further increases are not anticipated and additional educational space will not be required. Its present capacity for high school level education is for approximately 200 students.

b. Sacred Heart Elementary School (K-8 plus Pre-school)

Enrollments at Sacred Heart Elementary School have increased from 125 students in 1986-1987 by an annual average of

5-8 students. The 1991-1992 enrollment is 150. No significant increase was noted during the present academic year nor is it anticipated in the next. The K-8 capacity is 225 children and no new facilities are anticipated.

Sacred Heart's preschool increased it's enrollment from 43 in the last academic year to 63 in the present one. Continued large increases are not expected and adequate space is available for growth.

c. Community Christian School (Pre-school, Day School, Kindergarten Campus) (1-8 Campus)

Both campuses of the Community Christian School are increasing enrollments. Present enrollment in the Cedar at Jackson Pre-School/Kindergarten campus is 40 and is projected to 50-60 over the next 2-3 years. Enrollment in the grade 1-8 church facility near Roundup and Chestnut Streets (near Antelope Blvd.) is presently 80 students. It is projected to grow to 120 students over the next 2-3 years.

Growth of the student population at present rates will require acquisition of a 10 acre site for construction of a facility to house both present campus programs. A site at Willow and Chestnut Streets is under consideration. The school anticipates action on expansion during the next 3-5 years and is also considering broadening its educational program to include a secondary school.

d. 7th Day Adventist School

The 7th Day Adventist school on South Jackson has a 1991-1992 enrollment of 14 students in a grade 1-8 program. Enrollments have been stable over the last three years and are expected to remain at present levels. The church has adequate space for growth in its present facility.

Total 1991-1992 Academic Year Enrollments Summary

Primary School	Enrollment	Trend
Red Bluff Union	2282	Decreasing
Sacred Heart	150	Increasing
Community Christian	120	Increasing
7th Day Adventist	14	Stable
Total	2566	

Secondary School	Enrollment	Trend
Red Bluff High	1923	Increasing
Mercy High	143	Increasing
Total	2066	

VI. ENVIRONMENTAL IMPLICATIONS FOR GROWTH

The State of California expects that as a part of the planning process local governments can develop and maintain a high quality environment. The adoption, update, or amendment of a general plan or element constitutes a project under the California Environmental Quality Act (CEQA) and the CEQA Guidelines. If any policy(ies) of the adopted plan or element, individually or cumulatively, may have a significant effect on the environment then the government must adopt an Environmental Impact Report or Mitigated Negative Declaration.

The environmental effects of adopting and implementing the Land Use Element of the City of Red Bluff General Plan are reviewed below and in Appendix "C". They are presented directly or by reference to the element section in which the information appears.

A. Description of the Project

1. Planning Area

The City of Red Bluff planning area and sphere of influence are described on pages 4 and 5 of the element and on the land use diagram. The planning area extends well into unincorporated land around the City but describes that area which logically may be considered to be related to the economy, social area and zone within which land use activities will affect the City. The Sphere of Influence is the area into which the City logically expects to expand within the planning period of ten years and for which the City would seek some coordination with the County of Tehama for growth management.

2. Growth Goals, Objectives and Policies

Goals, objectives, policies and implementation measures are central to the project description. They are included within section (Roman) I, D - Introduction of the element beginning on page 7 and within section VIII - Appendices A, 1, 2 & 3. Goals which have potential environmental impacts are those including Goal III. Community Growth and Annexation, Goal IV. Industrial Development and Goal V. Central Business Development. Possible environmental impacts may result from implementation of various objective of those goals. The objectives are presented below:

11-16-93

Community Growth and Annexation (See page 8)

Objective A. Provide and maintain rural and urban services and facilities of high quality for adequate health, safety and comfort, and educational, cultural and recreational facilities for public benefit and enjoyment.

Objective B. Expand the Sphere of Influence where appropriate to reflect realistic growth frontiers.

Objective D. Promote infill development through incentives to manage community land use balance and increase effeciency of service delivery.

Objective H. Direct residential development, under careful site and project design, to areas south of Kimball Road, to the west outside creek floodways and riparian habitat, and to the north, west of the freeway.

Industrial Development (See page 8)

Objective A. Phase appropriate future industrial development to the area south of the municipal airport.

Objective B. Direct heavy truck and rail oriented industrial development to the freeway/S. Main St. interchange and Montgomery Road area.

Central Business Development (See page 9)

Objective A. Promote lot assembly and marketing. (in the Central Business District)

Objective C. Undertake "Main Street' development programs. (in the Central Business District)

The Land Use Element also anticipates that environmental impacts will occur due to the location and intensity of residential growth. This growth will be based on population forecasts in Table 5, page 27, and according to locations and intensities outlined in sections III B, **Proposed Land Use** (See also Land Use Diagram); III C **Proposed Residential Densities; III D, Proposed Commercial and Industrial Densities** and III E, **Implications of Growth for Urban Circulation.**

B. Environmental Setting

The environmental setting for the Land Use Element is summarized under Section II of the element, **Land Use Classification and Existing Land Use Distribution.** Specifically the appropriate environmental issues regarding vegetation, minerals, agricultural resources, aesthetics and recreation are presented in the following sub-sections: II F, **Natural Resource Areas, Floodplains and other Resource Areas; IV C, Existing and Proposed Recreational Facilities and Activities.**

Existing systems of local infrastructure are detailed in several sources and sections of the Land Use Element. The best source of infrastructure information is presented in Master Plan for Infrastructure prepared in 1991 by Bryan Murphy. Relevant sections are presented in the Land Use element in Section IV A, **Existing and Proposed Water and Sewer Facilities.**

Transportation facilities, modes and movements are presented in the Circulation element of the City General Plan. They are reviewed and assessed summarily in Section II D, Effects of Regional Transportation Access on Local Land Use and III E, Implications of Growth for Urban Circulation.

C. Possible Effects of the Project on the Environment and Proposed Mitigations

One of the purposes of the environmental analysis is to evaluate the degree to which element objectives, policies or proposals involve committment of land or lead to alterations in the physical environment which result in significant effects. Unquestionably, the expected growth of City population (from 12,434 in 1990 to 14,714 in 2000 and the urban area from 16,719 in 1990 to 20,213 in 2000) with simultaneous development of the economic base and infrastructure for both will have significant effects on the physical environment. (See Figure 4, page 26) Individual projects will require specific assessment of those effects. A summary of the expected overall effects is listed below:

1. Disruption of the Landscape

Environmental Effects

New land development will inevitably require alteration of the surface soils or geology. The significance will depend on the scale of grading, filling and disruption of the surface. Any significant increase in erosion, siltation, soil compaction, surface instability or loss of prime agricultural soils should be mitigated.

Mitigations

a. Implement Community Environment Objective I A to protect prime agricultural land. (See page 7)

b. Implement Community Environment Objective I C to incorporate natural site landscape features into project design.

c. Implement Section IV - Grading Policies of the adopted Grading, Drainage and Ground Cover Policies of the Land Use element (See page 63).

d. Implement Appendix Chapter 70 (Grading) of the Uniform Building Code.

e. Implement appropriate surface development standards provided by Objective I C and the policy adopted as Land Development Policies in Appendix A-1 (See page 55) and Grading, Drainage and Groundcover Policies, in Appendix A-2. See especially subsections IV (See page 63) and VI (See Page 65).

2. Impacts on Air Quality

Environmental Effects

The air quality effects of increasing the City economic base and population by over 18 percent in the next ten years will be significant. Air quality will be degraded along principal traffic corridors, in the downtown and in the industrial zone along south Main Street. Levels of nitrogen oxides, particulates,

carbon monoxide, ozone and hydrocarbons will be elevated but probably remain below harmful concentrations. Individual development proposals should provide models of projected emissions and compare them with applicable air quality standards.

Mitigations

Implement mitigations numbered **10 a, b, f, g, & h** recommended below under **Effects on Urban Circulation.** (See page 47)

3. Impacts on Water

Environmental Effects

The growth and development of Red Bluff during the next ten years is likely to have substantial effects on surface and groundwater in the area. Effects will include the following:

a. Change in the rate of surface absorption on areas coverd by impermeable cover, i.e., roads, driveways, buildings, etc.

b. Earth fill of floodplains will alter the course and flow of floodwaters and induce flood potential.

c. Cover native and induced wetland areas.

d. Change the quantity and quality of ground waters through reduced infiltration of storm water and increased infiltration of surface contaminants resulting from residential, commercial and industrial uses.

e. Increase in surface runoff due to increased area runoff coefficients with greater surface impermeability.

f. Increased runoff turbidity and siltation discharged into local water systems due to increased surface erosion. Water systems affected will include Red Bank Creek, Reed's Creek, Dibble Creek and Lake Red Bluff (recreational Sacramento River).

Mitigations

a. Implement Objective I A (see page 7) to discourage development within riparian and wetland areas.

b. Implement Objective III H to discourage development within creek floodways and riparian areas.

c. Implement **Land Development Policies** Sections II B, (see page 56) III C and IV in Appendix A-1, regarding floodways, watercourses, erosion control and storm runoff.

d. Implement **Grading, Drainage and Ground Cover Policies** Sections IV B (see page 63) and VIII B regarding runoff and erosion control.

4. **Impacts on Plant Life and Wildlife Habitat**

Environmental Effects

The effect of land use development during the planning period is that substantial amounts of surface vegetative cover will be removed including native grasses, shrubs and trees. The most notable effect will be the potential loss of native oak woodland in the rolling hills on the northern porting of the City. The potential loss of riparian communities must be considered especially along Reeds, Red Bank, Brickyard, Grasshopper, Brewery, Dibble and Blue Tent Creeks. Though the potential loss of local native plant and animal communitites may occur no rare or endangered species in the area should be affected. Loss of agricultural land will occur at Adobe Road and the freeway.

Mitigations

a. Implement Objective I A (page 7) to discourage development in riparian, wet and agricultural areas.

b. Implement Objective I B to preserve and replace native trees.

c. Implement **Grading, Drainage and Ground Cover Policies** Section IV A in Appendix A-2 (page 63) to minimize disturbance of riparian and other existing vegetation and Section V regarding vegetation preservation, replacement and new species introduction.

d. Implement **Land Development Policies** in Appendix A-1, Sections II B 3,5 regarding tree cover and endangered species, III B regarding natural tree cover, and III C regarding development within greenways and floodplains.

5. **Noise Impacts**

Environmental Effects

The expected growth and development in Red Bluff will increase noise levels along principal arterials and collector roadways and will expose people to elevated noise levels along those and the railroad corridors through the community.

Mitigations

a. Implement Objective III I (page 8) to discourage residential development adjacent to principal roadways, the railroad and the airport.

b. Implement Objective IV C (page 8) to limit the effects of rail traffic and IV D to discourage noise sensitive development on land adjacent to noise sources.

c. Adopt and implement section III D (page 59) of the **Land Development Policies** to set noise buffering standards within adopted noise corridors.

6. Land Use Impacts

Environmental Effects

Implementation of the Goals, Objectives and Policies including the proposed land use distribution will be strictly in accordance with the planned land use for the City. There will be no conflicts with uses proposed by the County of Tehama or with other land uses in the vicinity. With the exception of the small acreage at Adobe Road and the freeway there will be no conflict with agricultural uses of the land. (The policy of the City is not to seek urban expansion onto prime agricultural lands east of the Sacramento River.)

Mitigations

None are required.

7. **Natural Resources/Aesthetics Impacts**

Environmental Effects

The proposed land use element has the potential to degrade scenic resources in the north Red Bluff area.

Mitigations

Implement mitigations listed above under **Impacts on Plant Life and Wildlife Habitat.** (See No. 4 above)

8. **Population Impacts**

Environmental Effects

The land use element proposes the allocation of anticipated population growth in the City. The spatial effects of population growth will be found within each of the sections of the land use element. The distributional effects are that growth will take place to the south, west and north of the City. Effects include demand for adequate public utilities and services in those areas.

Mitigations

The goals, objectives and policies of the Land Use element presented in the **Introduction** of the element, Implementation Measures found in Section VIII (Policies Appendix, page 55-68) of the element and other measures contained in the City Zoning Code, Master Plan for Infrastructure and other plans are adequate mitigations for population growth effects.

9. **Housing Impacts**

Housing Effects

The effects of population growth on housing demand are presented in Sections III B & C of the Land Use element. The discussions of **Proposed Land Use** and **Proposed Residential Development Densities** outline expected population and unit densities within all proposed development areas of the City

sphere-of-influence. The particular effects on demographic sectors of the community and on government agencies are presented in the **Housing Element** of the General Plan.

Mitigations

Mitigations for the environmental impacts of housing growth are presented in all other sections of this Negative Declaration.

10. Effects on Urban Circulation

Circulation Effects

The environmental impacts of growth on circulation in Red Bluff are addressed in section **III E, Implications of Growth for Urban Circulation.** Nine areas in the community are highlighted for the effects of increased traffic volumes. The principal effects are where road design capacities will be exceeded, congestion and delays will occur, pedestrian safety becomes jeopardized, increased noise, vibration and general hazard result. The particular effects are indicated for each area where circulation deterioration is expected. (See the Circulation element for related effects.)

Mitigations

a. Reduce vehicular use of urban arterial and collector streets by increasing density of population in central urban locations. Increase allowable densities in those locations and promote infill development. (See Objective **III D**)

b. Centralize heavy truck oriented industry to freeway sites. Restrict crosstown industrial vehicle access to the airport industrial park to lightweight vehicles with infrequent service. To facilitate this, encourage siting of only light industry in the airport industrial park. Implement Industrial Development Objectives **IV A & B**.

c. Work with the California Department of Transportation to provide a freeway access point at Adobe Road. Improve collector access to Adobe Road from Monroe Avenue without degrading the Walton Avenue area neighborhood.

d. Improve signalization and traffic signing along the Antelope Boulevard approach to Main Street, at the intersection of Antelope and Main Streets, at Walton and Monroe Avenues and along Luther and Kimball Roads.

e. Reduce the nuisance effects of increased circulation through adoption of a noise corridor overly to the land use diagram setting noise buffering standards along appropriate freeway, highway, arterial and collector roadways, along the SP railroad right-of-way, near heavy industrial sites and in the airport overflight zone. Implement Industrial Development Objectives **IV C & D**.

f. Complete and encourage use of the City bikeway.

g. Promote use of public transit within the City.

h. Support a program to stagger work schedules for business, industry and government.

11. **Public Services Impacts**

Public Service Effects

The effects of growth, managed by policies in the land use element, will include diminished capacities in public utilities and increased demands on services now provided by the City. The effects on public utilities are outlined in Section **IVA, Existing and Proposed Water and Sewer Facilities** in the Land Use Element. It is noted that present capacities are adequate for the planning period but that improvements should be implemented.

The effects of growth on the public education system are reviewed in Section **V Education Facilities and Projected Demands**. Similarly, adequate capacity exists for projected facility demand.

The effects of growth on recreation in Red Bluff are minimal. Section **IV C Existing and Proposed Recreation Facilities and Activities** in the land use element addresses the issue. Adequate space and scope of activities will meet growth in demand with exception of expanding neighborhood on-site needs.

The effects of population and economic growth on police and fire services will be significant. The ratio of police officers and fire officials will decrease with an increase in population. With an increase of about 2,300 persons over ten years an additional 3 police and 3 fire personnel will be required. (1.5 emergency service personnel per 1000 population) An increase in 1-2 administrative staff will also be required. Expansion of facilities will be necessary to accomodate this expansion of personnel, equipment and office requirements.

The requirements for City administration services will increase with population growth. Overall staff requirements in Public Works, Community Development, Recreation and other services will increase at approximately 3 persons per 1000 increase in population. An increase in staff by about 7 persons will be required by 2000. A new City Council Chamber and public meeting hall has been proposed by the City to permit expansion for necessary new staff and work space requirements.

The County library system serving the City of Red Bluff will have to be expanded to meet the needs of a growing population. The Tehama County General Plan outlines requirements for these facilities.

Mitigations

a. Implement the schedule of development fees and user charges proposed in the 1991 Master Plans for Infrastructure, Capital Improvement Programs and User Charges and Development Fees. The revenues generated by expanded growth will be directly related to necessary improvements. User charges will compensate for costs in the existing system public services systems. Also see Section VI in Appendix A-1 (page 61).

b. New developments should provide for on-site recreation opportunities. Children's play areas and leisure space should be a necessary component of subdivision design. See also Section V **Lot or Site Improvements** in the Land Use element **Land Development Policies** (page 60).

c. Use developer fees to provide for increased public service costs outlined above.

12. Energy Impacts

Environmental Impacts

The growth of population in the City of Red Bluff during the next ten years will have energy impacts for housing, business, industry and for energy consumption by additional vehicle commuting, over longer distances and in longer traffic delays. Increases in energy consumption may be unavoidable but might be minimized with appropriate mitigations.

Mitigations

a. Increases in energy consumption may be mitigated through adoption ofthe recommended mitigations outlined above in Negative Declaration Section **10, Effects on Urban Circulation.**

b. Promote energy conservation through, City, public school and energy utility company programs and advisories.

13. Impacts on Solid Waste Disposal

Environmental Impacts

The effect of population and economic growth will be to increase solid waste generation and reduce capacity of County landfill facilities. A discussion of the municipal solid waste stream is provided in Land Use element Section IV **B 1 Existing and Proposed Solid Waste Disposal.**

Mitigations

Solid waste mitigations are presented in the Land Use element Section IV **B 1 Existing and Proposed Solid Waste Disposal.** The City is encouraged to continue its Solid Waste Reduction and Recycling Program.

14. Cultural Resources Impacts

Environmental Impacts

Historic riverbanks and bluffs in the Red Bluff area are archeologically sensitive. Development in these areas may result in the loss of historical resources and site evaluations should preclude approval of any subdivision map.

Mitigations

Adverse impacts on cultural resources may be mitigated by requiring site review by qualified professionals prior to development approval.

D. Cumulative and Unavoidable Effects

Cumulative and unavoidable effects of implementation of the Land Use Element of the Red Bluff General Plan include those which are a simple function of increases in population and business development. Cumulative effects are those which may be limited for any particular development but cumulatively, for all proposed developments may be significant. All the environmental impacts of effects given above are cumulatively significant. Mitigation measures are presented to minimize those cumulative effects.

Unavoidable effects of the implementation of the Land Use element are those which may be mitigated but not unavoided. Certain effects are unavoidable and significant. These include the following:

a. Increased consumption of open space lands around Red Bluff.

b. Increased traffic flow on principal collector streets, arterials and highways. Increased congestion at principal intersections.

c. Decreased competitiveness of traditional downtown business and proliferation of roadway and satellite business development.

d. Erosion of rural community character.

e. Increased cost of government services and facilities.

E. Alternatives to the Proposed Land Use Element

During preparation of the Land Use element several alternatives for the allocation of population and for growth management were considered.

One growth alternative was to consider extension of the sphere of influence and annexation to the east of Red Bluff along the Antelope Boulevard corridor. The cost of services and fiscal returns to the City would cause a net decrease in the ability to support that development and ensure the health and safety of residents.

A second growth alternative was to increase density of development on presently well served, incorporated land to the south of the City. That alternative was not desirable due to the lack of demand of higher proportions of apartment style housing at that distance from the downtown and without adequate public transit.

A third growth alternative was to permit conventional development in accordance with existing zoning in proposed and expected housing developments on the north side of the City. The third alternative would have cost the removal of large acreages of native oaks, filling of intermittant drainage channnels and the loss of significant habitat.

The fourth alternative is the proposed land use and growth management alternative in the Land Use Element, outlined in Sections III B, C and D above.

The "no project" alternative was not considered since California Government requires the periodic updating the City general plans.

F. Growth Inducing Impacts

Population and economic growth in the Red Bluff area are inevitable. The purpose of the Land Use element of the general plan is to forecast the magnitude and direction that growth will take. There is little in the Land Use element that may constitute an inducement of growth either in magnitude or location.

The population forecast is a conservative one. Unexpected growth will not occur as an outcome of growth projections.

The distribution of growth proposed in the element will not induce growth. The areas of expected growth are those logically expected based on past patterns. None of the expected growth will be approved until communitiy utilities and services are in place to support them. Existing roadway infrastructure will support that growth. No new access roadways are proposed in the element.

VII. IMPLEMENTATION MEASURES

A. Adopt and Periodically Update Planning Goals, Objectives and Policies

Section 65100 of the California Government Code requires that planning agencies prepare, periodically review and revise as necessary the general plan. There is no mandatory schedule for update of the land use element, although the element should be revised and updated regularly. State law provides that the element may not be amended more than four times per year, however.

Traditional procedure is that policies, the information base and the entire content of the element be reviewed for update at least each ten years. If a constant updating process keeps the plan and elements current, that wholesale update will require little effort and expense. Should the plan or elements become out of date and bear little relationship to City land development and planning activity, the City will have little basis with which to back up its decisions as rational ones based in the security of legal consistency.

B. Implement Policies and Standards for Land Development; Grading, Drainage and Ground Cover; and Annexation (See Policies Appendix)

The goals, objectives and policies and substantive direction given by the internal recommendations of the text of the land use element and Land Use Map must be implemented by action of the planning commission and City council. Implementation is accomplished through the wise use of the City zoning ordinance,subdivision regulations, policies (provided in the appendix and other City ordinances and standards. (See Section D beginning on page 79 below)

Plan implementation means simply that these guidelines and standards be used to influence or direct consistent, sound decisions regarding land developmentor public improvements.

C. Insure Consistency in Planning, Zoning and Within Plan Elements

Section 65300.5 of the California Government Code requires that the general plan and its elements comprise an integrated and internally consistent and compatible statement of policies. The State Code requires that actions to adopt, modify or implement any policy, provision or measure in any element of the general plan must be consistent with the policies or provisions contained in other elements of the plan. Consistency more narrowly defined requires (1) equal status among elements, (2) consistency between elements, (3) consistency within any element,(4) consistency between special area plans and the general plan and (5) consistency between the the text of the general plan and the land use diagram (map).

For general law cities like Red Bluff the Government code further requires consistency between zoning and subdivision provisions and those of the general plan, especially the land use element. (See Government Code Sections 65860 and 66473.5) Lastly, capital facilities decisions must be consistent with the general plan. Government Code section 53090 requires most public works projects undertaken by special districts, including schol districts, be consistent with zoning and the general plan.

D. Adopt and Implement Special Land Development Ordinances (Additional to Section B Above)

The City of Red Bluff should adopt additional regulations and standards to implement the goals, objectives and policies addressed in section **I D** of the Land Use element. Suggested ordinances and standards are given below:

1. Landscape Easments and Standards
2. Noise Ordinance and Sound Attenuation Standards
3. Tree Ordinance
4. Architectural and Sign Review Ordinance
5. Grading Ordinance
6. Hillside Development Standards
7. Non-Residential Floor Area Standards
8. Parking Lot Landscaping Standards

VIII. APPENDICIES

A. **Policies Appendix**

B. **Glossary of Terms**

C. **Environmental Checklist**

D. **Relevant Data**

E. **Index**

POLICIES APPENDIX

1. LAND DEVELOPMENT POLICIES

I. **Overall Housing Densities**

For urban and suburban land use classifications including "R-L", Residential-Low Density; and "R-M", Residential-Medium Density, the proposed residential densities per gross acre of the development site are as follows: (See map, page 6, and proposed densities on pages 29-30.)

A. "R-L", Residential-Low Density

For urban areas served by City water and sewer systems and for which other urban services are or may be available. The appropriate zoning is R-1, or R-2:

Up to 10 Dwelling Units Per Acre

B. "R-M", Residential-Medium Density

For urban areas intended for multi-family and apartment dwellings where all urban services and site improvements are available. These areas have been zoned R-3 or R-4.

Ten point one (10.1) to 20 Dwelling Units Per Acre

II. **Development Pattern**

A layout plan of a proposed development shall be submitted indicating the pattern or design of streets, dedications and other improvements in relation to the landscape conditions of the project site. The site topography, drainage pattern, geology, soil characteristics, vegetative cover and hydrology will determine the resultant pattern of surface grading, improvements and lot layout.

Two development pattern options are acceptable. One pattern is the traditional, uniform development design pattern. The second pattern is a planned development pattern which is designed to conform to physical constraints and opportunities afforded by the site.

A. Uniform Development Pattern

1. The City will permit traditional, uniform development if all of the following site conditions exist:

a. No natural area in the development exceeding a 10% slope
b. absence of 100 year floodplain, natural spring, seasonal stream course or wetland as defined by U.S. Corps of Engineers

f. presence on site of a Greenway overlay designated in General Plan or Zoning district text and/or maps.
g. presence on site of a Noise Corridor overlay designated in General Plan or Zoning district text and/or maps.
h. annexation or prezoning is requested.

2. Permitted Density and Design

Where a Planned Development pattern is approved by the City the maximum density will be established as specified by the appropriate zoning district and as specified in these Land Development Policies in Part III below (Design Policies for Environmental Conditions Requiring Planned Development Pattern)

III. Design Policies For Environmental Conditions Requiring Planned Development Pattern

A. DEVELOPMENT PROHIBITED IN CERTAIN AREAS:

Plans must be submitted to the City demostrating that the following areas will not be disturbed:

1. Areas with a natural (undisturbed by human activity) slope of 20% or more.
2. Areas within a 100 year floodplain as delineated on the current Flood Insurance Rate maps (F.I.R.M.) published by the Federal emergency Management Administration.
3. Areas within the boundaries of the 100 year flood level of any seasonal stream or drainageway if such a boundary is not delineated on the F.I.R.M. described in number 2 above.
4. Areas between the tops of banks of seasonal or year-round creeks, sloughs, streams, drainageways or oxbows.
5. Areas within wetlands as defined by the U.S. Army Corp of Engineers.
6. Areas within riparian habitat or zones as delineated on maps or as defined in text adopted by the city.
7. Areas within fifty (50) feet of the areas described in No. 2, 3, 4, 5 and 6 above.

Exception: The reason for granting an exception to this standard is to avoid loss of all development density if 100% of small lots exist in the areas listed in 1-7 above. After making appropriate findings and approving a Planned Development Use Permit the Planning Commission may allow development of the areas listed in 1-7 above. Any such areas that are disturbed must be replaced with environmentally equivalent systems. The Planning Commission does not have the authority to override Federal or State regulatations and conditions.

Subdivisions shall not create lots that consist entirely of the areas listed in 1-7 above.

B. Densities Within Greenways and Wooded Areas

Greenways are defined as continuous canopy of woodland which is found along and with varying distance adjacent to stream corridors or wetlands. They are dependent upon available groundwater near the surface in these low lying zones. These belts of wooded land are mapped as an overlay to the Land Use Map.

Wooded areas may be found in upland or other rolling terrain in the northern portion of the City where historically grazing or less active use of the land has occurred. Coverage is generally continuous with open canopies on hilltops and frequently closed canopies in deeper ravines.

Where native stands of trees exist and mature individuals have trunk diameters equalling or exceeding 6 inches at three feet above the ground steps must be taken in project design and during site improvements to preserve the integrity of the stand. Each mature tree should be indicated on the development plan and areas of closed crown woodland and of open non-treed area shall be indicated.

In order to preserve established tree cover, to preserve the wooded character of the site, the City will require the developer to modify the development pattern.

Cluster Development

The City may allow unit development to be clustered at several locations, at higher densities in each, to avoid development in tree cover that would significantly reduce the wooded character of the site. The Commission will review a cluster development plan to insure its compatibility with other land development policies.

C. Densities Within Designated Greenways and Floodplains

Where Greenway or Floodplain overlays have been indicated on the Land Use Map the City will require that part or all of the overlay zone be left undeveloped and unimproved. Project plans, designed under the requirements of a Planned Development Use Permit, must be submitted. These plans shall show drainage, riparian habitat, watercourses, 100 year floodway and floodplain, wetland areas, degree of slope, unstable surfaces and areas of other potential geologic hazard. The project plans must show how the undisturbed areas will be left in their natural state in the development process by creative design or use of lower densities.

D. Densities Within Noise Corridors

A noise corridor overlay is designated for all residential districts through which freeway, State highway or active railway rights-of-way are present. The corridor overlay shall require, at the discretion of the Planning Commission, a noise buffer between the noise source and occupied structures within the proposed development area. Use of the buffer zone will be required to comply with the criteria set out in the Noise Element of the Red Bluff General Plan. The criteria includes buffer zone dimensions for each affected roadway and railroad corridor, and acceptable techniques to be used within the buffers.

RESERVED

IV. **Lot Coverage**

For the purpose of increasing rainfall infiltration and reducing storm runoff a minimum percentage of the development lot area should be left in open space. Development plans shall be submitted showing the proportion of each development lot which will be left unimproved or with previous surfaces. The portion of this type of area is inversely related to development density. (Cluster or density transfer sites in Planned Development projects will be exempted from these provisions with approval of the Planning Commission.) The percent of each lot which must remain in pervious open space for each zoning density district follows:

Zoning District	Minimum Open Space
R-1	50%
R-2	40%
R-3	33%
R-4	25%

V. **Lot or Site Improvements**

Development shall conform to Lot or Site Improvement Plans submitted to the City. The plans shall show resident workspaces, childrens shaded play areas(s) and landscaped areas as described below.

A. Resident Work Space

In each residential developoment (other than detached single family dwellings) an improved exterior work area is required where tenants can perform activities unobtrusively. Such activities include washing vehicles without obstructing traffic circulation through the parking lot or water spraying other vehicles. A space equivalent to the area of one parking space for each four units is required unless specified otherwise by the Planning Commission.

B. Children's Play Areas

In each residential development, (other than detached single family dwellings) a summer shaded children's play area is required. The area maybe shaded with vegetation (trees/vines) or structures (trellis/roof). The play area shall include playground equipment, a sandbox and surrounding free play space of at least 900 square feet for each 12 units or fraction thereof within a project unless specified otherwise by the Planning Commission.

C. Landscaping

Each project site shall be landscaped with non-poisonous native vegetation and native or non-native decorative plants to improve the aesthetics of the site.

VI. Fiscal Impact Assessment

Development will not be subsidized by the City. The City will require that the proponents of a development project prepare a fiscal impact analysis identifying the short and long term costs of providing City maintenance and services, the short and long term revenues to be generated by the project to the City and the net benefit or cost to the City.

In the case of a net cost to the City, the proponents must submit a long term plan for financing the fiscal deficit to the City. The proponents should consider all practical options and be prepared to implement and subsidize those options (e.g. assessment districts, user fee schedules, service district formation, private assumption of debt and service costs or other mechanisms) to insure a sustained independent responsibility for the short and long term costs of the development.

2. GRADING, DRAINAGE AND GROUND COVER POLICIES

I. PURPOSE

The purpose of these policies is to promote site development practices that will preserve the natural physical site characteristics of development sites in especially sensitive areas of the City of Red Bluff. These include hillsides, greenways, wooded areas, streams and drainageways. The policies are intended to encourage the use of alternative designs which are less disruptive to those natural areas. They expect that as a part of the design and review process the developer will address physical site characteristics. They are intended to provide design guidelines, during the preparation of preliminary development plans, to preserve the natural character of new growth sites in the City. These policies address issues including maintenance of natural topography, vegetation, erosion control and the off-site environmental impacts of development. They are not intended to dictate design, rather to promote an environmentally sensitive and less costly approach to site planning.

In the case that existing allowable building densities are in conflict with the policies of site conservation every effort will be made by the City to allow density transfer within the site to less environmentally sensitive areas. Proponents of development may be permitted, within the site, by use of Planned Development Use Permit, through subdivision maps, use permits and variances, to vary lot size and placement, street width, improvements' requirements and waiver of open space dedication requirements.

These policies are intended to supplement existing standards in the City's Design Review Guidelines and Appendix Chapter 70 [Grading] of the Uniform Building Code, Flood Damage Prevention Regulations [Chapter 26 City Code], and Subdivision Standards (Chapters 20 and 20A City Code). City staff and the planning commission will refer to these combined Policies and Guidelines when reviewing plans for proposed development. These policies may affect all existing plans for as yet undeveloped lands within the City.

The City is willing to discuss alternative development strategies including density transfer, building clustering, zoning variances and other alternatives to achieve the aims set out in this strategy.

II. LEAD STAFF AND PLANS

The Community Development Department shall act as lead staff to coordinate inter-departmental review of development activities subject to these policies. It shall also be responsible for monitoring compliance with development conditions that follow from the application of the policies.

As part of the development plan preparation and review process applicants may be expected to submit mapped information regarding physical site characteristics including: natural site contours, existing seasonal drainage channels, locations of trees with a significant diameter or high density stand, areas of existing erosion, steep slopes and significant existing natural wildlife habitat. City staff may require proposed grading plans, vegetation removal or replacement plans, run-off abatement and erosion control plans, landscaping and maintenance plans or other information to insure compliance with imposed development conditions consistent with these policies and standards.

III. APPEALS

Technical Advisory Committee decisions regarding the application of these policies and guidelines (including those elsewhere published) may be appealed in writing to the appropriate body.

IV. GRADING POLICIES

Development shall conform to Grading Plans submitted for city review. The grading plans must conform to at least the criteria listed below:

A. Existing Site Character: Development shall be designed to minimize cut and fill operations, avoid disturbing natural drainage courses, riparian habitat, historic resources (e.g., archaeological sites, historic buildings, etc.), scenic qualities and existing vegetation where possible.

B. Cuts and Fills: Earth cuts and fills shall blend with natural surface contours wherever possible. Cuts and fills shall be finished with curved rather than planed surfaces. The surfaces of all disturbed areas shall be stabilized. Natural contours on unbuilt surfaces shall not be disturbed. Fill materials shall not encroach upon floodways, drainageways, protected trees, adjacent lots or properties nor may they create unstable or erodable surfaces. Engineered fills are subject to approval by the Technical Advisory Committee.

Cuts and fills shall be accomplished on the site to minimize net gain or loss of native materials except to accomodate flood protection and to mitigate noise, light or other impacts. When basements or split levels are constructed to lessen impervious site coverage, excess excavated materials that cannot be stabilized on the site may be removed.

Only the surface of native soils shall be used as surface fill to support vegetation. Surface cover soils shall contain organic materials that will support re-establishment of desirable native grasses or plants. No fill materials may contain debris, e.g., concrete, asphalt or other waste materials or any toxics or pollutants harmful to native plants or soil microorganisms. Concrete, rocks and other inert, natural or fabricated material may be placed on steep slopes for erosion control or used as subsurface fill material when installed in a manner that conforms to plans approved by the City.

C. Embankments: Site design shall not promote surface erosion or earth flows.

Development shall be designed and graded to assure that the boundaries of lots are a safe distance from cut and fill embankments. Long term responsibility for bank stability shall remain with property owners.

D. Roads and Building Pads: Roadway alignments and building siting shall follow natural surfaces wherever possible. The integrity of grade access and egress from the building site and building pads shall be preserved. Right-of-way and utility improvements shall follow natural contours where possible.

V. VEGETATION PRESERVATION, REPLACEMENT AND NEW SPECIES INTRODUCTION

Development shall conform to Vegetation Plans submitted for City review. Vegetation preservation and introduction plans shall conform to at least the criteria listed below.

A. Preservation: Where surface grading is not required for buildings, facilities or improvements consistent with these policies, non-hazardous and desirable natural vegetation shall be left undisturbed on the site. Trees or shrubs shall not be removed prior to submission and approval of development plans except for weed mowing abatement procedures. Development plans which minimize disruption of desirable natural vegetation are necessary.

Streets, buildings and utilities must be aligned away from rare or scenic species. A mixture of large native trees and young trees must be preserved to assure continuation of the species and a balanced landscape as older trees are removed during the life of the project.

B. Replacement: If natural vegetation is lost or damaged the same species shall be reintroduced to restore original cover as closely as possible. Restore as much of the original vegetation character as possible. Native Oak trees with a diameter of 6 inches or more at 3 feet above grade, if removed for development, shall be replaced on or off site with the same species or other species appproved by the city.

C. New Vegetation: New vegetation shall be planted on the development site. It shall be established on all surfaces where cuts and fills have been created. Trees shall be planted and maintained on sites of new construction or building alteration to improve area aesthetics and introduce shade to buildings and parking areas.

1. Yards: If trees have not been preserved on a residential lot at least two shall be planted in each street frontage yard. In nonresidential yards trees shall be planted in street frontage yards at not more than 30 feet on center. (By comparison, trees on the south side of Walnut St. between Robinson Dr. and Scottsdale Ave. are spaced approximately 30 feet on center.)

2. Commercial Space: Trees or shrubs shall be planted adjacent to sound attenuation walls and walls of commercial, professional and multi-family residential buildings. (This will create visual breaks of the building line.

3. Parking Lots: Trees shall be planted in parking lots of an average density of not less than one tree per 3600 square feet (approximately 60 feet on center). The mature crown of the tree shall shade at least 50% of the surface area of the parking spaces. The planter area for each tree shall not be smaller than the area of one non-compact auto parking space. The trees required in subsection C-4 below ("street rights-of-way") shall not be included in the count of trees required to conform to this section.

4. Street Rights-of-Way: Grass, shrubs and trees shall be planted along right-of-way margins to stabilize soil and inhibit surface run-off. (See unplanted cut and fill exposures along north Monroe Ave. and South Main Street) Developers should maintain vegetation until such time as the exposures are stabilized.

5. Maintenance of Planted Vegetation: Development Plans shall include a statement that the owner shall be responsible for irrigating planted vegetation species until they become self-sustaining. Drought resistant species shall be planted to insure their long term survival in areas where no permanent irrigation is provided. (Lists of recommended species are available in the Community Development Department.) Landscape maintenance plans shall be prepared by a qualified professional.

VI. DRAINAGE

Development shall conform to Drainage Plans submitted for city review. Drainage plans shall conform to at least the criteria listed below.

A. Natural Drainageways: Natural stream channels, floodways drainageways and riparian habitat shall be unaltered by grading. The storm water run-off capacity and the riparian water retention characteristics shall be left intact to maintain the natural hydrologic characteristics of the site.

B. Run-off and Erosion Control: Run-off calculations, the design of drainage works and water retention or diversion systems shall be prepared by qualified personnel. Any construction or grading which causes damming of storm run-off, including water retention or erosion control shall be reviewed by the City.

Drainage calculations shall include an analysis of impacts on off-site drainageways, especially the likelihood of erosion or siltation. The analysis shall include recommendations for natural, alternative, erosion control measures. These measures shall be designed by qualified personnel. Recorded easements will be required if artificial subsurface facilities or diverted surface drainage cross property lines.

Where induced run-off is diverted into artificial underground drainage systems, the developer shall restore the the natural condition of the surface drainageway. No construction, except engineered, artificial, underground drain systems, shall be designed for the drainage way and a easement shall be established on the affected private lots.

C. Materials and Methods: Developers must use vegetation and natural materials within drainageways in the design of erosion control and drainage features. Concrete and metallic materials may be used when a qualified professional demonstrates that vegetation, rocks, gabions and other natural material will not effectively control erosion.

Creation of undrained areas outside natural drainageways through building and grading practice is not allowed. Residual fill materials moved to development site perimeters often have this effect and will not be permitted.

D. Debris: Owners must remove abandoned vehicles, vehicle parts, building components, construction materials, pollutants and other non-natural debris from the development site and within drainageways. (See section IV B regarding recycling inert waste for erosion control.

VII. GENERAL PROVISIONS AND EXCEPTIONS

Applicability: These policies apply to grading activities and vegetation and drainage issues regardless of whether a project is exempt from provisions of the Uniform Building Code, Appendix Chapter 70.

Gravel extraction may be permitted in natural drainageways, (with approved excavation permits) if performed in a manner that conforms to plans and/or studies approved by local, State or Federal government agencies. (By example, the State Dept. of Water Resources encourages excavations in the Reed's Creek bed to increase flow capacity.)

Responsibility for planting and maintaining vegetation until the site is sold remains with the developer. After the site is sold the owner is responsible for maintaining vegetation in a manner approved by the City.

The City may require an EIR or an expanded initial study to address these policies or standards in any land subdivision or development and for reference during the mitigation monitoring process.

VIII. SUGGESTED IMPLEMENTATION MEASURES

Grade Retaining Facilities: To protect vegetation from adjacent fill or excavation the developer is encouraged to construct retaining wall devices or stabilized banks near the vegetation.

Erosion Control: The developer is encouraged to use vegetation and natural materials to inhibit erosion. (See VI C above) (He/she is encouraged to use gabions, retention basins, low profile check dams, wood crib walls and brush wiers to retain run-off and reduce erosion from the site.) The California Department of Water Resources or other qualified personnel may provide useful direction in this regard.

Sloping Lots: Construct homes with stepped foundations and wood floors. Also, construct detached or attached garages or accessory buildings with floor elevations at local grade and not necessarily at house floor elevation. To minimize grading and impervious cover construct common driveways to serve more than one lot. Provide at-grade driveway access.

Construct two story or split level structures to reduce building "footprint" size.

Cluster buildings or increase lot densities on level terrain to reduce densities on steep or heavily vegetated land. Use of zoning alternatives will facilitate this.

When conditions permit, consideration may be given to narrower streets and possible elimination of sidewalks. This would require Public Works and Public Safety Departments approval.

Building pads should be graded immediately prior to construction rather than during initial phases of the project to minimize erosion due to long exposure of soil to wind and rain.

Reference Material: Developers may wish to consult the documents listed below (copies available at City Hall):

Controlling Erosion on Construction Sites; U.S. Department of Agriculture, Soil Conservation Service, Agriculture Information Bulletin 347.

Homesite Construction and Maintenance Tips; U.S. Department of Agriculture, Soil Conservation Service.

Other information is available at the Community Development Department.

CITY OF RED BLUFF
LAND USE ELEMENT
INTERIM ANNEXATION POLICIES

AREA REQUISITES

Before the City will consider annexation, the prospective area shall qualify by virtue of its location and demographic attributes. Applications for annexation will first be reviewed by the City for conformance with the following:

1. The proposed annexation area shall constitute a geographic unit. It shall be defined by streets , continuous urban development that is consistent with Red Bluff Policies and Standards, adequate surface drainage and adequate access to area public services. All property shall have street access.

2. State law requires that the proposed area must lie within or adjacent to the City Sphere of Influence. Prior to annexation it must be brought within the Sphere.

3. The area must support urban densities comparable to or greater than those found within the lowest densities in the City.

AREA ENVIRONMENTAL AND FISCAL ASSESSMENT

The City will require the proponents of annexation to submit environmental and fiscal assessments of impacts on the City and the area environment, facilities and services. Proponents of annexation should pay the cost of preparation of the following supporting documents:

1. Environmental Impact Report

   The City will require that the area residents finance a professional environmental report, contracted through the City of Red Bluff. The EIR be focused on the effects of annexation on agricultural land conversion, water quality, on resource impacts, and other impacts identified by the City.

2. Fiscal Impact Analysis

   The City will require that the proponents of an annexation prepare a fiscal impact analysis identifying the short and long term costs of infrastructure improvements, urban services, facilities and maintenance. The analysis will include the short and long term revenue to be generated by the proposed annexation and the net cost or fiscal benefit to the City.

In the case of a net cost to the City, the proponents will submit a long term plan for financing the fiscal deficit to the City. The proponents will consider options and be prepared to implement and subsidize options such as creating assessment districts, user fee schedules, service district formation, private assumption of debt and services costs or other mechanisms to insure a sustained local responsibility for the costs of annexation.

URBAN IMPROVEMENT STANDARDS

The City will impose infrastructure and urban facilities improvements standards similar to those required in the City subdivision and development approval process, including dedications, exactions and impact fees within the area of proposed annexation. The proponents will also be required to finance the infrastructure improvements to levels of City standards under a phased development agreement with the City. Such infrastructure and improvements could include streets, water, sewer, storm drains, flood protection, fire protection, conformance to City street signing, lighting, naming and numbering, recreation facilities, nuisance abatement and correction of local conditions which threaten public health. These will include correction or mitigation of substandard housing, accumulation of trash or debris, abandoned vehicles or junk, non-conforming uses and other nuisances or hazardous conditions.

ADMINISTRATIVE REQUIREMENTS

Prior to approval of an annexation application, proponents must comply with all necessary procedural requirements. These will include the following:

1. Proponents will apply to prezone the area consistent with the City General Plan.

2. Proponents will submit copies of all county service agreements, development agreements and statements of area fiscal liability.

3. The City will require the proponents to provide for mitigation of the effects of annexation without recourse to statements of overriding consideration.

B.

Glossary of Terms

Acreage, Gross	Total Acreage on a Project Site Including Public Dedications Excluding Existing Rights of Way
Aesthetic Resources	Public Resources Including Scenic, Sound, Smelled Characteristics of a Place (Difficult to Quantify Yet Critical to Local Character)
Approach Zone	Area Extending 10,000 Feet Beyond the End of an Airport Runway Where Inbound or Outbound Aircraft May Overfly the Surface By Several Hundred Feet Creating Potential Public Hazard and High Levels of Noise (See Airport Land Use Plan)
Biotic Resources	Natural Living Species Including All Plants and Animals in Water, Air, Soil and on Land Environments
Buildable Area, Gross	The Largest Area on Which Structures May Be Placed Excluding Public Rights-of-Way, Easements and Restrictions Imposed by Floodplains, Vegetation Cover and Slopes Exceeding 9.9%
Buffer Zone	A Strip of Land Separating a Conflicting Land Use Nuisance or Noise Source Which May Contain Visual Screening or Noise Attenuating Landscaping or Structures
Clear Zone	A 1,700 Foot Long Wedge of Open, Unused Land Extending Outward From the End of a Runway Kept Clear Due to Potential Air Traffic Hazard (See Airport Land Use Plan)
Cluster Development	A Close Arrangement of Buildings in Groups Intended to Leave Open Land Around Them For Scenic and Recreational Benefits
Density	Number of units per acre as developed
Density, Allowable	Number of Units Per Acre Allowed By Right in the Zoning District
Density Bonus	Additional Densities Allowed Over Those Allowed in the Zoning District.
Developable Area, Gross	The Total Land Area Which May Be Developed Excluding Public Rights-of-Way, Extreme Slope and Flood Hazard Areas and Areas Reserved for Preservation for Public Purposes

Floating District	Zoning Provisions Not Described as a Map District But Which May Be Overlaid to, and Make More Flexible, a Particular Map District
Floodplain	The Corridor Along A river, creek, stream or drainage way which Receives Floodwaters From theRiver, Often Marked By the Flood Level Expected Every 100 Years
Floodway	The Annual Flood Channel of a River, creek, stream or drainage way.
General Plan Guidelines	A Local Planning Guide Published by the State Office of Planning and Research
Goal	A Desirable Future Condition Toward Which Current Planning and other Public Policy Actions Will Move the Community - Generally an Ideal Never Completely Attained
Greenway	A Continuous Canopy of Woodland Which is Found Along and With Varying Distance Adjacent to Stream Corridors or Wetlands. Greenways include riparian habitat
Habitat	The Living Environment for One or An Association of Species
Hazard	A Natural Environmental Phenomena Dangerous to Life, Health or Property
Implementation Measure	A Specifiec Decision, Ordinance or Action Which Puts a Program Into Effect
Infrastructure	The Public System of Improvements Which Permits Movement of Goods, People or Information (e.g. Roads, Railroads, Ports, Airports, Sidewalks, Water, Gas, Power, Telephone, Sewer Lines)
Land Use Designation	A One to Four Letter Code Indicating the General Class of Land Use Allowable in the Area
Land Use Map	A Map of the Community Indicating Allowable Land Uses by Class. Also Termed a Land Use Diagram
Noise Attenuation Devices	Any Device Which Will Absorb or Deflect Noise to Prevent Nuisance in a Residential or Public Area (e.g. Earthen Berms, Masonry Walls)
Noise Corridor	A Corridor Along Both Sides of a Noise Source as a Railroad, Highway, Airport Approach, Designated by a Particular Decibel Sound Level
Nuisance	Any of a List of Sounds, Materials, Visual Scenes, Smells, Light or Physical Danger Which Threaten the Health or Safety of Persons Living in a Place or Using a Public Right-of-Way

Objective	A Measureable Expectation or Desire That Can be Accomplished Through Implementation of Plans, Ordinances or Actions
Open Space	Any Parcel of Land or Water Which is Unimproved. Also Landscaped Area as defined in the City's Zoning Regulations
Overlay District	An Additional Level of Regulation Which is Superimposed on a Zoning District or General Plan map or text
Planned Development	A Development Project Which Includes Nontraditional Design and Is Permitted In Place of Uniform Zoning Guidelines Yet Meets the General Intent, Overall Density and Public Needs of Zoning. Also, a Planned Development Use Permit.
Planning Area	Any Land Outside the Boundary of the City's Jurisdiction Which Bears Relation to Its Planning
Policy	A Statement of Intent Which Should Be Used By Planners To Guide Planning Decisions
Slope Density	A Provision That Reduces Allowable Building Density With Increasing Slope to Limit Erosion Potential, Structural Failure and Damage from Natural Hazards
Sphere-of-Influence	The Probable Ultimate Physical Boundary and Service Area of the City
Uniform Development	A Proposed Design of Units or Buildings Spread Evenly Across a Parcel of Land
Vehicle Trip Generation	The Number of Person or Vehicular Trips Expected to Originate Daily From a Building or Place

C.

NEGATIVE DECLARATION AND INITIAL STUDY

CITY OF RED BLUFF

NEGATIVE DECLARATION - ENVIRONMENTAL IMPACT

PROJECT:	Adopt 1993 Housing, Land Use and Natural Environment Elements of the City's General Plan
LOCATION:	City wide
OWNER:	N/A
APPLICANT:	City of Red Bluff
PROPOSED USE:	All Uses
LAND USE:	All Land Use Classification
ZONE:	All Zoning Districts
PROJECT DESCRIPTION:	Update existing 1986 Housing Element, and 1974 Land Use, Open Space and Conservation Elements of the City's General Plan

INITIAL STUDY: An Initial Study of this project was undertaken and prepared in accordance with the City's Environmental Guidelines for the purpose of ascertaining whether this project might have a significant effect on the environment. A copy of the initial study is attached. Such initial study documents reasons to support the findings noted below.

FINDINGS: The City finds that the Initial Study and consultation with all Responsible Agencies confirms that the project will not have a substantial adverse effect upon the environment.

City policies within the General Plan are Mitigation Measures. See also, the attached Initial Study dated June 1, 1993 for a discussion of Impacts and effects.

TECHNICAL ADVISORY COMMITTEE

Gary Antone
Richard A. Bull
Dennis W. Fischer
Charles E. Hayden
Harold J. Lucas

June 1, 1993

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INITIAL STUDY AND NEGATIVE DECLARATION
RED BLUFF GENERAL PLAN LAND USE, HOUSING AND NATURAL ENVIRONMENT ELEMENTS

CITY OF RED BLUFF, CALIFORNIA

INTRODUCTION

This Initial Study has been prepared by Dr. Donald Holtgrieve for the City of Red Bluff in order to assess the environmental effects of the newly adopted Housing, Land Use, and Natural Environment Elements of the Red Bluff General Plan. It is intended to satisfy the requirements of the California Environmental Quality Act (CEQA), and to provide the City with adequate information to assess the effects of its new General Plan policies and programs.

CEQA requires that an Initial Study be prepared to assess any potentially significant environmental impacts associated with a development project or program. If technically feasible mitigation measures are identified for all significant impacts and a Negative Declaration may be prepared, thereby completing the environmental review process. A Negative Declaration may not be approved by the City in cases where impacts can not be adequately mitigated. In such cases the City must require the preparation and review of an Environmental Impact Report.

This Initial Study includes a short project description and an environmental checklist with impact analysis for all items on the checklist that have been identified as issues for consideration. The General Plan itself constitutes the full project description and predicted impacts are based on the implementation of its stated goals, policies and implementation measures. Several documents are referred to in this initial study. All of the referenced documents are incorporated into the General Plan "project" by reference. They include various City maps, ordinances, standards and reference documents. Copies of these documents are available on request from the City Community Development Department.

This study concludes that with the adoption of the mitigation measures identified, the project will not cause or create any significant adverse environmental effects. If the City Council finds that the implementation of the General Plan Elements will not cause significant adverse impacts on the environment, a Negative Declaration will be approved.

This study was performed based upon information gathered from City staff, other public agencies, site inspections, and various City and State documents as cited.

CITY OF RED BLUFF
INITIAL STUDY AND DEVELOPMENT IMPACT CHECKLIST
(To Be completed by Staff)

I. Background

1. **Name of Project, if applicable:** City Of Red Bluff General Plan, Land Use, Housing and Natural Environment Elements

2. **Address of Project:** Red Bluff City Hall 555 Washington Street, Red Bluff, California 96080

3. **Name of applicant:** City of Red Bluff

4. **Address and phone number of applicant:** PO Box 400, Red Bluff CA 96080 (916) 527-2605

5. **City Contact:** Charles Hayden, Community Development Director

II. Project Description

The physical characteristics of the City are described in the Land Use and Natural Environment Elements of the General Plan. The social and economic characteristics of the community are described in the Land Use and Housing Elements. Specific characteristics of the City such as transportation facilities, natural hazards, and noise sources are found in the already approved Circulation Element and the Safety and Noise Elements to be reviewed and approved within the next two months.

The Land Use Element identifies the spatial arrangement of existing and proposed uses of the land including public lands and facilities. It lays out the distribution of classes of land use, the intensity of those uses and proposes a strategy of goals, objectives, policies and implementation measures to promote a wise use of land to promote the welfare of the community. A goal is an unquantified ideal future condition toward which the community works. Objectives are measurable and expected outcomes. Policies are statements which are used to guide decisions and implementation measures are specific actions, programs, techniques which are meant to bring about change or a desired result. The measures are intended to carry out the plan and are the primary subject of evaluation of potential environmental impacts in this Initial Study.

The study area for the General Plan and the Initial Study includes the corporate limits and the sphere-of-influence of the City which surrounds the corporate limits. These boundaries and the land uses within them are presented in the Land Use Map found within the Land Use Element. Large copies of the Land Use Map are available for examination at the City Community Development Department.

The Housing Element provides information about present housing conditions in the community, identifies needs and opportunities for the development of improved housing and provides a setting for future decision making about housing issues. As with the Land Use Element, the Housing Element provides goals, policies, objectives and implementation measures for City Council guidance. Again, the subject of this Initial Study is the specific implementation measures that could or will change the local environment.

The Natural Environment Element of the General Plan constitutes the required Conservation and Open Space components of California's general plan requirements. Resources discussed in the Natural Environment Element are: vegetation, wildlife, endangered species, water, geology, soils, air quality, minerals and open space. As with the other Elements, this initial study evaluates potential impacts of plan implementation.

For major development projects that are proposed in the City of Red Bluff this General Plan environmental analysis may be considered the first stage of a tiered environmental review process. When specific details of new major development projects are submitted to the City an initial study in conformance with the California Environmental Quality Act is prepared. The initial study may identify the need for preparation of a focused environmental impact report or may, in itself, contain necessary background information and proper mitigation measures so as to file a Negative Declaration. The "mitigated" negative declaration most often will contain wording that may becomes a list of specific conditions for permit approval.

III. Environmental Impacts (Explanations of all "yes" and "maybe" answers are required.) Enter "E" for *Effect*. Enter "S" for *Significant*.

	Yes	Maybe	No
1. Earth. Without mitigation, will the proposal result in:			
a. Unstable earth conditions or in change in geologic substructures.	_____	_____	__X__

Section VI of the Natural Environment Element addresses area wide geology and soils. All major geological formations and soil types are described. The goals, objectives and policies presented in the Element stated implementation measures include use of an extensive list of development conditions for new proposed new development. Among the conditions are mitigations for potential impacts of soil loss, soil erosion, loss of prime agricultural soils, and modification of geologic conditions. The standard conditions are available for examination at the office of the community development director.

The land use Element calls for Land Development Policies and Grading, Drainage and Ground Cover Policies. These policies for land development are incorporated into the Land Use Element and are available for examination at the Community Development Department office. They are given to applicants for new development projects and used as a basis for evaluation of project proposals by the Planning Commission and City Council.

b. Disruptions, displacements, compaction or over covering of the soil?	_____	_____	__X__

Without mitigation, development grading could expose soil to potential erosion, displace or compact natural soils. Individual project review at the Initial Study stage of the CEQA process will identify such potential impacts and those impacts would be mitigated to insignificant levels of impact through imposition of conditions for approval and other mitigations as may be identified in the Environmental Review process. In major development projects a geotechnical investigation report is normally required. These reports also contain suggested mitigation measures which can be incorporated into conditions for permit approval. In addition, the Uniform Building Code includes standards for construction of foundations.

c. Change in topography or ground surface relief features?	_____	__X__	_____

Some development projects will change local conditions of topography and surface relief. However, these changes shall not constitute a significant adverse impact on the environment if the above mitigations in sections 1a and 1b are implemented.

d. **The destruction, covering or modification of any unique geologic or physical features?**

Yes	Maybe	No
_____	_____	__X__

A description of geologic and physical features in the Red Bluff area is in Section VI of the Natural Environment of the General Plan. There are no unique geologic or other physical features which merit special preservation efforts in or near the city planning area.

e. **Any increase in wind or water erosion of soils, either on or off the site?**

_____	__X__	_____

As explained in items 1a and 1b above, all applications for development projects will be subject to tiered environmental review wherein projects that have potential for causing erosion will be subject to special studies and mitigation through conformance to city grading, drainage and ground cover policies as specified in the land use Element. identified in Initial Studies and adopted as part of required development permits.

f. **Changes in deposition or erosion of beach sands, or changes in siltation, deposition, or erosion which may modify the channel of a river or stream or the bed of the ocean or any bay, inlet or lake?**

_____	_____	__X__

The major water body in the City is the Sacramento River. Land use and development along its banks or floodplain are strictly regulated with an overlay zone that may require that part or all of the zone be left undeveloped and unimproved (see Land Development Policies). Items 1a-e above also address this topic.

g. **Exposure of people or property to geologic hazards such as earthquakes, landslides, mud slides, ground failure, or similar hazards?**

_____	__X__	_____

A review of California Division and Mines and Geology Special Studies Zones maps indicates that the City of Red Bluff is not subject to greater than average geologic and seismic hazards in the area. Development of all lands in the City must conform to policies in the Seismic Safety Element of the City of Red Bluff General Plan, land development policies in the Land Use Element, and conditions for permit approval as identified in the environmental review process for new projects. These measures will, singularly and in combination, identify and mitigate potential problems of earthquake hazard, landslide or ground failure.

	Yes	Maybe	No
2. Air. Will the proposal result in:			
a. Substantial air emissions or deterioration of ambient air quality?	_____	__X__	_____

Issues of climate and local air quality are discussed in Section VII of the Natural Environment Element of the General Plan. The Element notes that Tehama County is designated as a non-attainment area for ozone and PM10 (particulate matter). A stated objective of the City General Plan is to achieve and maintain "attainment area" status for all four major air quality criteria. This will be accomplished in conjunction with other north valley communities by putting into effect the implementation measures listed in the Natural Environment Element and the Circulation Element of the General Plan. The most effective of these measures are those that reduce total vehicle miles traveled in the region. These transportation systems management (TSM) measures have yet to be approved by the City Council in the form of a TSM Ordinance.

The City's environmental review process calls for preliminary estimates of air pollution impacts from new projects. Where it is seen to be possible that a project will cause air quality levels to deteriorate, a focused environmental impact report may be required. Also, in such cases the Tehama County Air Pollution Control District would become actively involved in the approval process.

Conditions for approval of land development projects often include such measures as obtaining a fugitive emission control permit, approval of a dust control plan, and watering of graded surfaces. Use of EPA certified Phase II wood stoves is also required in new home construction for reduction of particulate emissions.

Other mitigation measures for air quality impacts caused by motor vehicles are listed in section 13 of this initial study and in the programs portion of the Circulation Element of the General Plan beginning on page 40 of that document.

b. The creation of objectionable odors?	_____	__X__	_____

Approval of new industries, agricultural operations or other land uses that may create objectional odors is subject to the City's environmental review and permitting processes. However, there are currently no specific regulations for odor producing activities in the City nor is there a perceived immediate need for such regulations at the present time.

c. Alteration of air movement, moisture or temperature, or any change in climate, either locally or regionally?	_____	_____	__X__

There are no current nor are there any foreseen projects or activities in the City that would cause any of the above effects.

3. Water. Will the proposal result in:

a. Changes in currents, or the course of direction of water movements, in either marine or fresh waters?

Yes	Maybe	No
	X	

Water resources in the City of Red Bluff are addressed in Section V. of the Natural Environment Element of the General Plan. Matters of water supply, consumption, and quality are discussed. Goals, objectives, policies and implementation measures intended for the protection of natural water features as well as water delivery systems are included. Any development plan that might include the modification of water movement would be subject to the City's environmental review process and a Fish and Game Code Section 1600 agreement with the State Fish and Game Department. Site specific impacts would be mitigated as a required component of these procedures.

b. Changes in absorption rates, drainage patterns, or the rate and amount of surface runoff?

	X	

Without mitigation, the grading of streets, building pads, and other development features in new projects could change drainage patterns. Pavement, roofs, and other impermeable surfaces would decrease soil percolation and increase surface runoff. Runoff concentration time would increase and peak flood levels would increase slightly.

It is the intention of the City to prevent such impacts through the implementation of Land Development Policies Sections II B, III C and IV in Appendix A-1 of the Land Use Element. Likewise, it will implement Grading, Drainage and Ground Cover Policies Sections IV B and VIII B regarding runoff and erosion control.

A drainage impact study, an erosion and sediment control plan, a water quality and drainage facility design and maintenance plan are normally submitted to and approved by the City prior to any construction activities.

The mitigations in Section 3a of this document also apply to this section.

c. **Alterations to the course or flow of flood waters?**

Yes	Maybe	No
	X	

See Items 3a and b above.

d. **Change in the amount of surface water in any water body?**

Yes	Maybe	No
		X

See items 3a and b above

e. **Discharge into surface waters, or in any alteration of surface water quality, including but not limited to temperature, dissolved oxygen or turbidity?**

Yes	Maybe	No
	X	

Grading during wet weather creates a high potential for siltation and turbidity of nearby waterways. Implementation of erosion and sediment control plans and drainage impact studies as listed in Items 1b and 3a,b and c above will mitigate this potential problem.

f. **Alteration of the direction or rate of flow of ground waters?**

Yes	Maybe	No
		X

The Natural Environment Element of the General Plan states that the City water supply comes from groundwater in the Sacramento Valley Groundwater Basin. Red Bank and Reed Creeks play and important role in groundwater recharge. The groundwater table is considered to be abundant with levels from 30 to 60 feet below surface elevation. The water table has remained relatively stable, even in the drought years, and it is not anticipated that there will be a water shortage in the near future. New development is not expected to intercept or impact any known aquifer.

g. **Change in the quantity of ground waters, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations?**

Yes	Maybe	No
		X

See item 3f above

h. **Substantial reduction in the amount of water otherwise available for public water supplies?**

Yes	Maybe	No
		X

Section V-C of the Natural Environment Element describes an abundant water supply for the City at least until the year 2000. Any new water consumptive projects such as a cannery or a brewery would be subject to CEQA review in which a water supply study with mitigations would be required.

i. **Exposure of people or property to water related hazards such as flooding or tidal waves?**

	X	

The Safety Element of the General Plan discusses the potential for flooding in Red Bluff and offers mitigation measures for such events. The land use Element identifies flood plain zones in the City and suggests mitigation measures to prevent damage from flooding. The effect of the floodway overlay designation will be to limit or condition any use of land within the zones. For purposes of maintaining public safety the City Land Development Policies and City Grading, Drainage and Ground Cover Policies will be implemented within these zones.

4. **Plant Life. Will the proposal result in:**

a. **Change in the diversity of species, or number of any species of plants (including trees, shrubs, grass, crops, and aquatic plants)?**

	X	

Further development of vacant areas within the City planning area will remove an unknown number of mature oak trees in both the oak woodland and riparian zones. The potential loss of riparian communities especially along Reeds, Red Bank, Brickyard, Grasshopper, Brewery, Dibble and Blue Tent Creeks.

It is the declared intention of the City in its Land Use and Natural Environment Elements to preserve as many mature oak trees as possible. The oaks and other local vegetation communities are described in Section II of the Natural Environment Element. It states that the existing native vegetation in the area provides environmentally and socially valuable resources for the community. The Greenway and floodplain overlay zones in the Land Use Element provide considerable protection for oak woodland and riparian habitat areas. Implementa-

tion measures recommended in the Element for protection of native plant communities include public education, sensitive habitat surveys, a tree preservation ordinance, and use of the City Land Development and Grading, Drainage and Ground Cover Policies.

There are several standard conditions for development permit approval that are normally included as mitigations in the environmental review process such as provision of landscaping plans that exclude all lawns and sprinkler irrigation under the drip lines of oak trees. All activities that would compact the soil around the trees such as vehicle parking are also usually excluded. Where mature trees are unavoidably removed a replacement ratio of 2 to 1 or greater is usually required.

	Yes	Maybe	No
b. Reduction of the numbers of any unique, rare or endangered species of plants?	_____	__X__	_____

Section IV of the Natural Environment Element addresses the issue of endangered species in Red Bluff. With reference to the California Department of Fish and Game's Natural Diversity Data Base, a total of two rare plants were listed as occurring near the City planning area. They are Silky Crypatahtha and Red Bluff Dwarf Rush. A recommended mitigation measure to insure the discovery and survival of these plants is to carry out a survey of the planning area mapping all wetlands and other critical habitats and sensitive biotic communities. The results of the survey would be used as a reference in the environmental review process for new project applications.

c. Introduction of new species of plants into an area, or in a barrier to the normal replenishment of existing species?	_____	__X__	_____

Landscaping and irrigation will significantly alter much of the vacant developable land in the City if or when it is developed. This process, in itself will not constitute a significant adverse impact if the City's Grading, Drainage and Ground Cover Policies are followed and planting with native species is encouraged. Specific review of development plans in the environmental review process will allow identification of significant introductions of exotic species that may pose problems.

d. Reduction in acreage of any agricultural crop?	_____	_____	__X__

The Land Use Element of the General Plan states that loss of some agricultural land will occur with the development Adobe Road area near the Freeway. This occurrence is not seen as a significant adverse effect due to its small size and urban location.

5. **Animal Life. Will the proposal result in:**

a. **Change in the diversity of species, or numbers of any species of animals (birds, land animals including reptiles, fish and shellfish, benthic (bottom dwelling organisms) or insects?**

Yes	Maybe	No
	X	

The Natural Environment Element of the General Plan indicates that the majority of wildlife found within the Planning Area occurs in the waterways that bisect the area and in four biotic communities; oak woodlands, grasslands, riparian corridors and wetlands. These diverse habitats provide areas for breeding, nesting, feeding, and shelter to wildlife. Several fish, bird mammal and reptile species are listed and described in the Element. It is recommended that a wildlife survey be undertaken and that identified wildlife resources be protected through public education, conditions for development approval and developer incentives for projects which incorporate habitat protection into project design.

b. **Reduction of the numbers of unique, rare or endangered species of animals?**

		X

See Item 4b above. No State of Federally listed rare or endangered animal species are known or likely to exist in the City Sphere of Influence. However Bank Swallows and Valley Elderberry Longhorn Beetles have been located just outside the Planning Area. Specific site plan and development reviews and the environmental impact review process will provide evidence of the likelihood of endangered species in new project development sites.

c. **Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals?**

		X

Without proper project management, domestic pets are introduced into the wildlife habitat areas. Cats and dogs sometimes prey on wild birds, rodents, or reptiles. The best mitigation for this potential impact is public education about the effects of pets on wildlife.

d. **Deterioration to existing fish or wildlife habitat?**

	X	

See Item 4 above. Wildlife habitats are currently protected by implementation of the City's Land Development and Grading, Drainage and Ground Cover Policies and site specific environmental review of new development proposals.

6. Noise. Will the proposal result in:

a. Increases in existing noise levels?

Yes	Maybe	No
	X	

Expected growth and development in Red Bluff will increase ambient noise levels along principal arterials and collector roadways and will expose people to them. Increased populations are also expected to be subject to railroad and airport noises. The Noise Element of the Red Bluff General Plan identifies the major noise sources and maps the locations of sensitive receptors near them. City standards for acceptable noise levels are also presented in the Noise Element and mitigation measures necessary to meet the standards are offered. Other mitigations listed in the Land Use Element are: Implementation of Objectives III I and IV C which discourages residential development near principal roadways, railroads and the airport.

b. Exposure of people to severe noise levels?

		X

Noise studies are required of project development applications located near identified noise sources. Mitigation of noise impacts is required as part of the City environmental review process before the issuance of any building permits. Construction noises in early morning, late evening, or weekend hours that may cause complaints are mitigated by controlling working hours. The City is presently in the process of preparing a Noise Ordinance which will go before City Council review in the Summer of 1993.

7. Light and Glare. Will the proposal produce new light or glare?

	X	

New street lighting and night traffic will increase light levels in the City but this is will not create a significant negative impact on present or future residents of the area. Light and glare studies will be required of new project applications where problems are anticipated. Mitigations of potential impacts will meet approval by the City before issuance of building permits.

8. **Land Use. Will the proposal result in a substantial alteration of the present or planned land use of an area?**

	Yes	Maybe	No
	_____	_____	__X__

The Red Bluff Planning Area contains 1,500 developable acres of vacant land. Eventual development of these lands is assumed in the General Plan Land Use Element. Such development will be in accordance the City's land use distribution plan and will not conflict uses proposed by the County of Tehama. With the exception of the small acreage at Adobe Road there will be no conflict with agricultural uses of land in the area.

9. **Natural Resources. Will the proposal result in increases in the rate of use of any natural resources?**

	_____	_____	__X__

Normal amounts of fuel, water, and construction materials will be used for the construction and occupancy of new developments in the City. This is not a significant adverse impact. The Natural Environment Element inventories the natural resources found in the City planning area and provides for their protection and wise use. The Element contains policies and implementation measures for managing vegetation, wildlife, water, soils, minerals, and open space resources.

10. **Risk of Upset. Will the proposal involve:**

a. **A risk of an explosion or the release of hazardous substances (including, but not limited to, oil, pesticides, chemicals or radiation) in the event of an accident or upset conditions?**

	_____	__X__	_____

The Safety Element of the Red Bluff General Plan includes an evaluation of risk due to explosion or release of hazardous substances. Plans for such emergencies are included and are compatible with those of the County Office of Emergency Services.

b. **Possible interference with an emergency response plan or an emergency evacuation plan?**

	_____	__X__	_____

See item 10 a above.

	Yes	Maybe	No
11. Population. Will the proposal alter the location, distribution, density, or growth rate of the human population of an area?	X		

The Housing and Land Use Elements of the Red Bluff General Plan anticipate a planning area population of 20,000 persons in 8,000 households by the year 2000. The planning area has a reasonable population capacity of about 25,000 persons. The distributional effects of population growth will be development to south, west and north of the City. The major effect of this growth will be demand for adequate public utilities and services in those areas.

The goals, objectives and policies of the Land Use Element, implementation measures found in Section VIII of the Element and other measures contained in the City Zoning Code, Master Plan for Infrastructure and other plans are adequate mitigations for projected population growth effects.

12. Housing. Will the proposal affect existing housing, or create a demand for additional housing?	X		

The Housing Element of the Red Bluff General Plan presents current and future housing and neighborhood characteristics of the City Planning Area. Housing needs are particularly detailed and programs to meet those needs are proposed. All new residential development in the City is therefore carefully planned and potential impacts of that development are mitigated through the policies and programs set forth in the general plan. Population levels beyond those accounted for in the General plan are not predicted or anticipated.

13. Transportation/Circulation. Will the proposal result in:

a. Generation of substantial additional vehicular movement?	X		

The effects of population and employment growth in terms of trip generation and distribution in the City of Red Bluff are presented in the Circulation Element of the General Plan. Levels of service at some intersections and roadways will be lowered. The Land Use Element addresses the environmental impacts of growth on circulation systems in Section III E. Nine areas in the community are highlighted for their effects of increased traffic. The principal effects are where road design capacities will be exceeded, congestion and delays experienced and pedestrian safety jeopardized. Suggested mitigations in both elements include: increasing land use densities and reducing urban sprawl, restrict and monitor heavy truck traffic, provide free-

way access at Adobe Road, Improve signalization along Antelope Boulevard, Main Street, Walton Avenue, Monroe Avenue, and Luther Road. Potential east-west routes should be identified and developed. Also suggested is completion of the City bikeway system, promotion of public transit and establishment of a transportation management association. All new development proposals are required to pay for infrastructure improvements that are necessary to keep levels of service above level C as a direct result their proposed project.

	Yes	Maybe	No
b. Effects on existing parking facilities, or demand for new parking?			X

Parking requirements for new developments are set by City ordinance. At present, there are no serious parking problems in Red Bluff and it is anticipated that the effects of new developments on parking availability will be minimized through project environmental review and adherence to the City's parking standards. The Circulation Element suggests development of a truck parking ordinance so as to restrict parking on residential streets.

c. Substantial impact upon existing transportation systems?			X

The full development of vacant land in the City will include full development of the City's planned bikeway and pedestrian circulation systems. It is recommended in the Circulation Element that the City consider consider Transportation Systems Management (TSM) provisions to promote flex-time, van pools, bicycling, and other alternative transportation methods to employment destinations. It also calls for support of the public transit system particularly when population and demand are sufficient for such.

d. Alterations to present patterns of circulation or movement of people and/or goods?			X

See items 13 a-c above.

e. Alterations to waterborne, rail or air traffic?			X
f. Increase in traffic hazards to motor vehicles, bicyclists or pedestrians?		X	

See item 13a-c above

	Yes	Maybe	No
14. Public Services. Will the proposal have an effect upon, or result in a need for new or altered governmental services in any of the following areas:			
a. Fire protection?		X	

The effects of population and economic growth on police and fire services will be significant. The ratio of police officers and fire-fighters will decrease with increases in City population unless mitigated. With an increase of about 2,300 persons over ten years an additional 3 police officers and 3 fire personnel will be required. Expansion of facilities will be necessary to accommodate the expansion of personnel, equipment and office requirements. The Safety Element of the General Plan addresses fire protection services in the City of Red Bluff. It is currently in the revision process and the new Element will contain mitigations for impacts of growth and development in the City.

b. Police protection?		X	

See item 14 a above.

c. Schools?		X	

Section V of the Land Use Element of the General Plan discusses the current status of school facilities and projected demands to be placed upon them with future population growth. It reports that the High School District is currently constructing portable classrooms to accommodate current and future enrollment increases. District administrators reported in the Spring of 1993 they are considering a bond issue to finance new facilities. Red Bluff Union School District was reported in the General Plan Land Use Element to be in a period of declining enrollments. This, however, may be a short term trend and with the projected population growth anticipated in the Housing and Land Use elements, more facilities will certainly be needed.

Mitigation of school enrollment impacts may be met with aid from the State of California, district impaction fees, bond financing or other more creative financing efforts. It is beyond the scope of the City's responsibility to financially assist the school districts.

d. Parks or other recreational facilities?		X	

Section IV C of the Land Use Element describes existing and proposed recreation facilities and activities. In order to accommodate new populations the City will likely improve: Spaulding Acres, Forward Park Expansion, Jackson Heights School Property, and Kraft Playground.

	Yes	Maybe	No
e. Maintenance of public facilities, including roads?		X	

It is anticipated that increasing demands on the maintenance of City street and other facilities will be partially met with increased property and sales tax revenues. If this is not the case, reduction in levels of service and maintenance may be anticipated.

f. Other governmental services?		X	

For all of the above services the City will charge new developments various impact fees that have been developed and approved by City Council for the expressed purpose of offsetting development impacts in the City of Red Bluff.

15. Energy. Will the proposal result in:

a. Use of substantial amounts of fuel or energy?		X	

The growth of population in the City of Red Bluff during the next ten years will have energy impacts from new housing, business, industry and for energy consumption by additional vehicle commuting. Increases in energy consumption may be unavoidable but might be minimized with the mitigations presented in the Circulation Element of the General Plan. Energy conservation may also be promoted through City, school and utility programs and advisories.

b. Substantial increase in demand upon existing sources or energy, or require the development of new sources of energy?			X

16. Utilities. Will the proposal result in a need for new systems, or substantial alterations to the following utilities?

a. Power and natural gas?		X	

As the City grows over the next few years new power and natural gas delivery systems will be required. These facilities and services are provided by Pacific Gas and Electric. New installation and service will be paid for by new project management. Thereafter, owners or tenants will pay for utilities services.

b. Communications?		X	

Conditions for project permit approvals include provision for telephone and cable television access. These services are provided by private companies and are not the responsibility of the City.

	Yes	Maybe	No
c. **Water?**	_____	__X__	_____

Although there is sufficient water supply and the distribution system is of adequate coverage, the preponderance of small diameter pipe or distance from well pumping stations has caused low water pressure during periods of peak demand. The City's utility master plan recommendations for the water system include construction of parallel mains, creation of a new pressure zone and an increase in reservoir storage capacity. These measures will mitigate near term growth impacts.

d. **Sewer/Septic tanks?**	__X__	_____	_____

The City utilities master plan reports that many trunk sewer mains are deficient under wet weather conditions and many will have inadequate capacity at build out. The treatment plant has adequate secondary treatment capacity until 2010. The master plan recommends construction of a Monroe Street/Reeds Creek relief sewer, upgrading capacity of several pumping stations, sewer system repairs, and upgrading and improving equipment and processing systems at the recycling plant.

e. **Storm drainage?**	__X__	_____	_____

See Items 1b and 3b.

f. **Solid waste and disposal?**	_____	__X__	_____

The City presently relies on the Tehama County landfill for disposal of most of its solid waste. The landfill has capacity for several more years but the utility master plan calls for aggressive conservation measures as summarized in the Land Use Element.

17. Human Health. Will the proposal result in:

a. **Creation of any health hazard or potential health hazard (excluding mental health)?**	_____	_____	__X__

No health related effects resulting from the implementation of the City General Plan are foreseen. The City cooperates with Tehama County in the implementation of its Hazardous Waste Management Plan.

	Yes	Maybe	No
b. **Exposure of people to potential health hazards?**			X

This project will not create or expose individuals to any potential health hazard.

18. **Aesthetics. Will the proposal result in the obstruction of any scenic vista or view open to the public, or will the proposal result in the creation of an anesthetically offensive site open to public view?**		X	

Future development in the City of Red Bluff includes the potential for degradation of the scenic environment. This potential impact may be mitigated with City adoption of a new development design guidelines, the creation of an architectural review board and design review of projects at the Initial Study stage of the project approval process.

19. **Recreation. Will the proposal result in an impact upon the quality or quantity of existing recreational opportunities?**		X	

The effect of growth on recreational opportunities are minimal. Adequate space and scope of activities will meet growth in demand. See also item 14 d above.

20. **Cultural Resources.**

a. **Will the proposal result in the alteration of or the destruction of a prehistoric or historical archaeological site?**		X	

A complete inventory of archaeological and historical features in the City is necessary before this question can be answered with certainty. Individual project reviews will include a literature search at the Center for Cultural Resources at California State University, Chico. If potential cultural resources are uncovered during development operations, the Anthropology Department at California State University, Chico should be contacted for evaluation of the circumstances.

b. **Will the proposal result in adverse physical or aesthetic effects to a prehistoric or historic building, structure, or object?**		X	

See item 20 a above

	Yes	Maybe	No
c. Does the proposal have the potential to cause a physical change which would affect unique cultural values?		X	

See item 20 a above.

d. Will the proposal restrict existing religious or sacred uses within the potential impact area?		X	

See item 20 a above

21. Marginal Cases/Opposition

a. Is this an environmentally controversial project?			X
b. Is there disagreement between experts over the significance of an effect?			X
c. Is there opposition to this project?			X

See item a above

22. Mandatory Findings of Significance

a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		X	

As concluded in the discussion of biological resources, with adoption of the proposed mitigation measures and compliance with City conditions, the continued development of the City at its planned growth rate will not cause the degradation or reduction of any sensitive terrestrial or aquatic habitat.

	Yes	Maybe	No
b. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on the environment is one which occurs in a relatively brief, definite period of time while long-term impacts will endure well into the future.)	_____	_____	__X__
c. Does the project have impacts which are individually limited, but cumulatively considerable? (A project may impact on two or more separate resources where the impact on each resource is relatively small, but where the effect of the total of those impacts on the environment is significant.)	_____	_____	__X__

Planned and regulated development in the City will not contribute to any significant cumulative impacts, and will have a beneficial impact on City housing supply.

d. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	_____	_____	__X__

The mitigation measures presented in this Initial Study report will become required conditions of approval where applicable to new developments to insure that no direct or indirect adverse environmental effects will result from General Plan implementation.

IV. Discussion of Environmental Evaluation (Narrative description of environmental impacts)

Potential impacts related to slope stability, erosion, drainage, tree preservation, water quality, traffic, parking, municipal services, schools and population growths are identified in this initial study. All potential impacts identified in this study will have been mitigated through implementation of City policies in its General Plan and by the required environmental review process for new land development projects. The environmental review Initial Studies will contain mitigation measures expressed as conditions for approval. City of Red Bluff Conditions and Findings for this project are incorporated by references as part of this Initial Study.

In compliance with AB 3180, Mitigation Monitoring, all mitigations dealing with conditions for new development permit approvals will be monitored for a period of three years by a qualified environmental planner, costs to be paid by the development applicants.

V. **Determination** (To be completed by the Lead Agency)

On the basis of this initial evaluation:

I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

{ }

I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on an attached sheet will be added to the project.* A NEGATIVE DECLARATION WILL BE PREPARED.

{X}

I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

{ }

6-1-93
Date

Charles E. Hayden
Signature

For City of Red Bluff

RESERVED

7-6-9

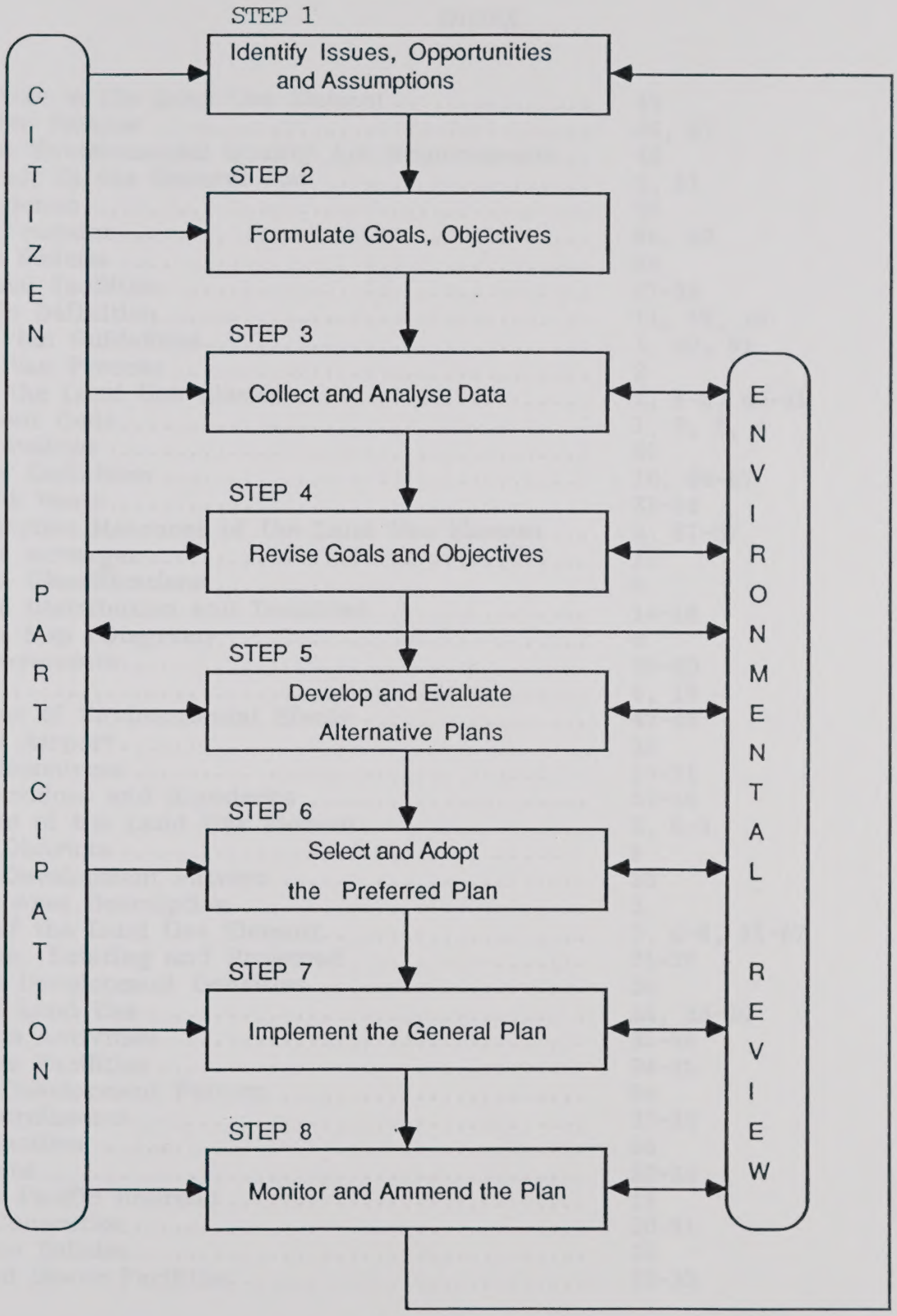
RESERVED

7-1-93

RESERVED

D.

SUPPORTING DOCUMENTATION AND DATA



PLANNING PROCESS DIAGRAM

Source: State of Californioa, General Plan Guidelines

E.

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